S
352.96
X39cpe
1972

PLEASE RETURN

STATE DOCUMENTS COLLECTION

JUN 1 1 1985

MONTANA STATE LIBRARY
1515 E. 6th AVE.
HELENA, MONTANA 59620

Comprehensive Plan

for the ENNIS CITY·COUNTY PLANNING AREA

S
352.96
X39cpe
1972

MONTANA STATE LIBRARY
S 352.96 X39cpe 1972 c.1
Comprehensive plan for Ennis city-county
3 0864 00050935 9

cta

ARCHITECTS ENGINEERS PLANNERS
1333 NORTH 27th STREET   P. O. BOX 1456   BILLINGS, MONTANA 59103   TELEPHONE 406 248-7455

Honorable Mayor and City Council
Madison County Commissioners
Ennis City-County Planning Board
Ennis, Montana

Ladies and Gentlemen:

In accordance with our contract, we are pleased to submit the Comprehensive Plan for the Ennis City-County Planning Area. This document summarizes the work undertaken by the Planning Board and our Firm over the past year. The Plan provides the overall framework for future decisions on the development of land uses, community facilities and transportation.

The publication of this report does not complete the Planning Program; it provides a basis on which your continuing program must be implemented. The Plan sets forth many specific recommendations. The standards and community goals provide policy guidelines for utilization as a measure in evaluating future development proposals, at both the public and private levels.

The citizens of the Ennis City-County Planning Area are fortunate in having a far-sighted City-County Planning Board concerned with the future of Ennis and the Madison Valley. The many hours invested by the members of the Planning Board and their intimate knowledge of the Area made this program possible. A special thanks to Mr. Adrian Megrund, Planning Board Chairman, who provided invaluable assistance to this program. We are greatly indebted to the many citizens and groups which have lent assistance to this program, particularly the U.S. Forest Service, U.S. Soil Conservation Service, Montana State Fish and Game Department, Madison County Reclassification Office and the Ennis Town Clerk.

Respectfully submitted,

C T A ARCHITECTS/ENGINEERS/PLANNERS

Richard A. Howell
Richard A. Howell
Director of Planning

jp

RALPH H. CUSHING, AIA   EVERETT O. TERRELL, AIA   W. J. BENNINGTON, AIA, PE   CHARLES D. HALL, AIA, PE   F. EDWARD JONES, AIA   ROBERT E. FEHLBERG, AIA
R. EDMOND PETERSON, AIA   R. MARTIN ANDERSON, AIA   R. WAYNE BERRY, PE   JAMES A. ORR   EDWARD G. HAKERT, AIA   THOMAS A. OVERTURF, AIA   ROBERT C. STRAND, AIA

COMPREHENSIVE PLAN

for

ENNIS CITY-COUNTY PLANNING AREA

Prepared for the

ENNIS CITY-COUNTY PLANNING BOARD

by

C T A ARCHITECTS/ENGINEERS/PLANNERS

May, 1972

Prepared under Contract for the Department of Planning and Economic Development, State of Montana, and the Ennis City-County Planning Board. The preparation of this Report was financed in part through the Urban Planning Grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

OFFICIALS

CITY COUNCIL

Robert Storey, Mayor
John J. Gorman, Chairman
Phil Loucks
John Moyle
Ronald Pederson

BOARD OF COMMISSIONERS

Clarke Raymond, Chairman
Neil L. Morgan
Douglas Allen

CITY-COUNTY PLANNING BOARD MEMBERS

Adrian Megrund, Chairman
Ed Miller, Vice Chairman
Olive T. Losee, Secretary/Treasurer
Chuck Aaberg
Bob Goggins
Charlotte Johnson
Leo Neiffer
Clancy Stalcup
Peggy Todd

TABLE OF CONTENTS

CHAPTER		PAGE
I	INTRODUCTION	1
	The Plan and the Planning Process	1
	Plan Scope	1
	Study Objectives	2
	Planning Area	2
II	THE MADISON VALLEY SETTING AND ENVIRONMENT	4
	Natural Setting	4
	Climate	7
	Geology	8
	Hydrology	9
	Topography	13
	Vegetation	13
	Soils	16
	Fish and Wildlife	19
II	REGIONAL CHARACTERISTICS	21
	Early Settlement of the Madison Valley	21
	The Ennis Planning Area Today	22
	Settlement	22
	Agriculture	22
	Recreation and Tourism	23
	Transportation	24
	Power	25
	Communications	25
IV	PEOPLE	27
	Past Trends in Population	27
	Seasonal Population Estimates	28
	Characteristics of the Population	29
	Age and Sex	29
	Race	32
	Income	32
	Education	33
	School Enrollment	34
	Population Forecast	36
V	ECONOMY AND EMPLOYMENT	40
	Economic Trends	41
	Retail Trade	41

CHAPTER PAGE

V, cont.
- Wholesale Trade 45
- Selected Services 47
- Manufacturing 49
- Agriculture 51
- Ennis Trade Area 56
- Effective Purchasing Power 58
- Employment and Projections 61
  - Civilian Labor Force and Employment 61
  - Major Occupation Group 64
  - Major Occupation Group By Sex 66
  - Employment Distribution and Change 68

VI LAND 71

- Delineation of Study Areas 71
- Existing Land Use 71
  - Residential 80
  - Commercial 80
  - Transient Lodging 80
  - Public and Quasi-Public 81
  - Industrial Land 81
  - Transportation, Communications and Utilities 81
  - Highways, Streets & Alleys 81
  - Vacant Land 82
  - Agricultural Lands 82
  - Forests and Wildlife 82
  - Mining 84
  - Water Resources 84
- Condition of Structures 84
- Land Use Problems 90
- Patterns and Direction of Growth 90
- Land Utilization 91
- Projected Land Use Requirements 92

VII HOUSING 95

- Characteristics of Housing 95
  - Dwelling Units 95
  - Condition of Residential Structures 97
  - Age 99
  - Tenure and Vacancy 101
  - Characteristics of Persons in Dwelling Units 102
  - Housing Costs 104
  - Prices 104
  - Rents 105
- Future Housing Demands 106

VIII PROBLEMS AND CONCERNS 108

- Economic Conditions 108
- Physical Conditions 109
- Social Conditions 110

CHAPTER PAGE

IX PROPOSED DEVELOPMENT PROJECTS 111

- Shining Mountains Land Development 111
- Big Sky Recreational Complex & Proposed Road 113
- Proposed National Forest Camping Areas 114
- Norris Hill Road Relocation 115
- U.S. 287 Highway - Widening Project 115
- New Hospital and Nursing Home 115
- Relocation of State Highway Garage 116
- County Airport Facility 116

X DEVELOPMENT AND GROWTH POTENTIALS 117

XI GOALS AND OBJECTIVES 118

- Primary Goals 118
- Residential 118
- Commercial 119
- Industrial 120
- Community Facilities and Utilities 120
- Parks and Recreation 121
- Transportation 121
- Agriculture 122
- Natural Resources 122
- Aesthetics and Environment 123

XII DEVELOPMENT STANDARDS 124

- Residential Standards for Development 124
- Commercial Areas 125
- Light Industrual Areas 126
- Community Facilities 127
- Recreation 128
- Fire Stations 131
- Streets and Highways 131
- Agricultural Areas 133

XIII COMMUNITY FACILITIES 136

- Existing Community Facilities 136
  - Schools 136
  - Public Utilities 140
  - Sewage Disposal 140
  - Water Supply 145
  - Public Recreation 146
  - City Hall 151
  - Fire Department 151
  - Police Department 152
  - Post Office 152
  - Library 152
  - Hospital 152
  - County Shops 153

CHAPTER		PAGE
XIII cont.		
	State Highway Shops	153
	Airport	153
	Solid Waste Disposal	154
XIV	ENNIS PLANNING AREA TRANSPORTATION	155
	Vehicle Ownership	155
	Present Street and Highway System	158
	Right-of-Way	158
	Pavement Widths	158
	Traffic	161
	Classification System	161
	Household Travel Characteristics and Traffic Demands	164
	Anticipated Traffic Volumes	166
	Problem Areas	169
XV	ALTERNATIVE DEVELOPMENT PLANS	171
XVI	COMPREHENSIVE PLAN	172
	Basic Policies	172
	Major Physical Design Proposals	173
	Comprehensive Plan Recommendations	174
	Environment	174
	Residential Areas	175
	Commercial Areas	179
	Industry	181
	Community Facilities	182
	Schools	182
	Parks	182
	Recreation and Open Space	183
	Water and Sewer	184
	Public Buildings	186
	Streets and Highways	187
	General Recommendations	187
	Arterials	188
	Collectors	189
	Residential and Commercial Access Streets	190
XVII	IMPLEMENTATION	191
	Zoning	191
	Subdivision Regulations	192
	Capital Improvements Program	192
	Urban Redevelopment	193
	Other Measures	193

LIST OF TABLES

TABLE		PAGE
1	General Soil Limitations for Ennis - Madison Valley	18
2	Population and Growth Rates	28
3	Ennis' Population by Age Groups & Sex	31
4	Planning Area Population by Age Groups & Sex	31
5	Race Distribution	32
6	Household Income - Ennis	33
7	Household Income - Planning Area	33
8	School Completed by Individuals 25 years and Over by Place	34
9	School Completed by Individuals 25 years and Over by Place	34
10	School Enrollment for Madison Valley at Selected Intervals	35
11	Ennis Planning Area School Enrollment Projection	35
12	Planning Area Forecast	37
13	City of Ennis Forecast	37
14	Retail Trade	42
15	County Retail Sales, Estimate, Potential & Difference 1967 & Difference 1967	44
16	Wholesale Trends	46
17	Selected Services	48
18	Manufacturing	50
19	Number of Farms	52
20	Value of Farm Products	54
21	Economic Contribution of Selected Industries Within the Ennis Planning Area	55
22	Trade Area Population & Households	58
23	Effective Purchasing Power	60
24	Civilian Labor Force	63
25	Major Occupation Groups	65
26	Major Occupation Groups by Sex	67
27	Employment Distribution and Change	69
28	Employment Projection	70
29	Planning Area 1971 Land Use - Total Area	77
30	Planning Area 1971 Land Use - Developed Area	78
31	Existing Land Use, Ennis Planning Area	79
32	Road Inventory	82
33	Water Resources	84
34	Conditions of Structures by Percent	89
35	Planning Area & Ennis Developed Land	91
36	Projected Land Use Requirements	94
37	Dwelling Units by Planning Districts	96

TABLE		PAGE
38	Condition of Residential Structures	98
39	Age of Residential Structures	100
400	Count of all Housing Units by Occupancy/Vacancy Status	102
41	Count of Units by Number of Persons in Unit	103
42	Count of Selected Owner-Occupied Units by Dollar Value	104
43	Count of Selected Renter-Occupied Units by Dollar Monthly Rent	105
44	Future Housing Demands	107
45	Madison Valley Consolidated School District Facilities	138
46	Planning Area Sewer Facilities and Future Demands	143
47	Planning Area Water Facilities Demands and Needs	144
48	Public Recreation Areas	147
49	Inventory of Existing Recreational Facilities	149
50	Motor Vehicle Registration	158
51	Future Traffic Demands	165
52	Ennis Planning Area Traffic Volumes	167
53	Projected Average Daily Traffic	168

LIST OF FIGURES

FIGURE		PAGE
1	Planning Area Location - Ennis City-County Planning Area	3
2	Geologic Hazard Zones	10
3	Rivers and Streams	12
4	Scope Characteristics	14
5	General Soil Types	17
6	Population Estimates	38
7	Trade Areas	57
8	Planning Area Districts	72
9	Ennis Area Sub-Planning Districts	73
10	Planning Area Existing Land Use	74
11	Ennis Community Existing Land Use	75
12	Property Ownerships	83
13	Planning Area Structural Conditions	85
14	Ennis Structural Conditions	86
15	Proposed Projects - Ennis Planning Area	112
16	Street Cross Sectional Design Standards	132
17	Existing Community Facilities - Planning Area	134
18	Existing Community Facilities - Ennis	135
19	School District Boundaries Map	137
20	Water and Sewer Systems	141
21	Recreation and Parks	148
22	Right-Of-Way Widths - Planning Area	156
23	Right-Of-Way Widths - Ennis	157
24	Traffic Volumes - Planning Area	159
25	Traffic Volumes - Ennis	160
26	Road Classification System - Planning Area	162
27	Road Classification System - Ennis	163
28	Comprehensive Plan for the Ennis City-County Planning Area	

INTRODUCTION

The Plan and the Planning Process

The Comprehensive Plan for the Ennis City-County Planning Area has been designed to provide a framework for future development. Although the Plan covers many aspects of the Ennis Area this is not to say that the planning program is complete. A successful planning program must be a continuing process responsive to the needs of all citizens within the Ennis Planning Area.

The process of comprehensive plan development involves successive steps of refinement and elaboration within the framework of this report and plan. The degree of refinement depends on the element of the plan being considered, coupled with the needs of the citizens.

If properly implemented, the plan can mean a better environment for living. It will give home owners the assurance that noncompatible uses will not intrude into their neighborhoods.

Equally important, the plan should provide sufficient land for industry and commerce so that the conflicts that have already occurred in portions of the area can be avoided in the future. Through proper utilization of the planning process, misuses of the land can be avoided, congestion can be minimized, the various community facilities can be located where people can most effectively use them and the area's growth can proceed in a rational orderly manner and be less costly to the taxpayer.

Plan Scope

This report and plan constitutes the Comprehensive Plan for the Ennis Planning Area and is dimensioned to the year 1992.

The Comprehensive Plan provides the guidelines for orderly development, organization and coordination of the many complex parts which in total comprise the Planning Area.

With this plan, elected officials, who have the responsibility for the welfare of the community and the Planning Area, are able to build consistently upon what was done in the past, and to perpetuate consistent future development which strives to achieve maximum effectiveness and economy. The Comprehensive Plan provides for continuity of the past and the present with the future.

Implementation of the Comprehensive Plan will not take place in one large construction program. Implementation will be gradual, taking place as day to day decisions are made by the local citizens and public officials. It may be concerning a new house or the rehabilitation of an older home, it may be the paving of a street, the construction of a county road, or the resurfacing of a State highway. It may be a new hospital, airport, store or motel. If these decisions are made in relation to the Comprehensive Plan, implementation of the Plan will be accomplished.

More specifically, the Plan provides the background and perspective for decision making by the private citizen and the public official. It may provide the basis for a decision concerning zoning, subdivisions or land use, or it may facilitate decisions on public improvements, capital improvement programming and other fiscal policy matters. It will assist utility companies and all governmental units in establishing development policies and programs in coordination with their own planning activities.

The Comprehensive Plan is not rigid in its recommendations. As conditions change affecting the planning area, and as the citizens' needs and desires change, it will be necessary to re-evaluate the proposals on the Plan and if required, made appropriate alterations. Changes in the Comprehensive Plan should not result from one minor individual issue but from the needs of the total Planning Area.

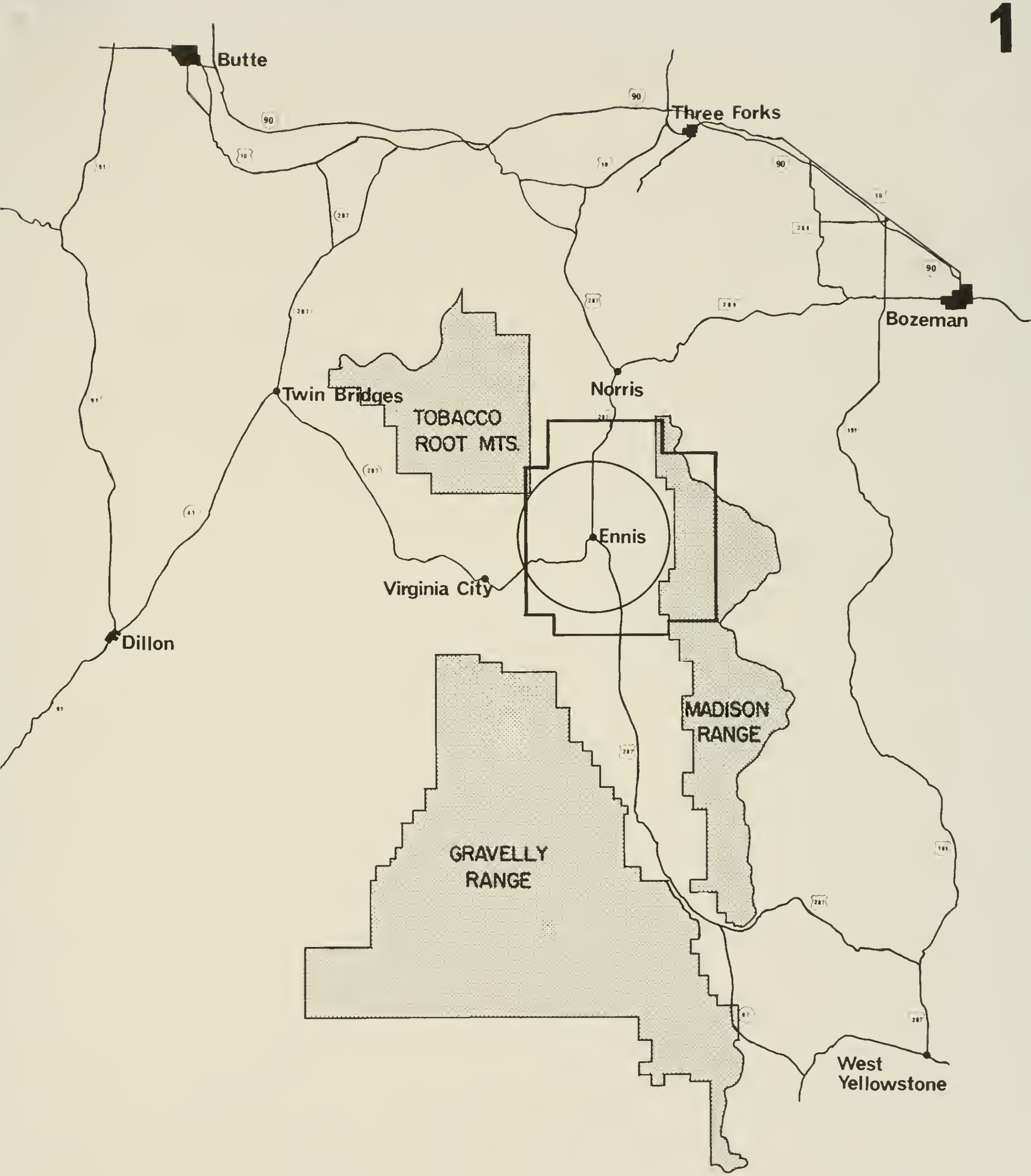
Study Objectives

The primary objective of the Ennis Area Comprehensive Plan is to develop guidelines for providing an increasingly better, more functional and attractive physical and economic environment. These guidelines are to provide for the utilization of natural resources while retaining the environmental quality of the Madison Valley.

The study purpose, therefore, has been to inventory and develop basic facts about the total environment of the Ennis City-County Planning Area. These facts, collectively, have enabled an assessment of conditions that exist within parts of the entire Planning Area at the time the study was conducted. Problems, local needs and proposed land use activities have been coordinated with a condition assessment and developed into a series of alternative conceptual plans for evaluation. The evaluation of these conceptual plans were made in light of the primary objective and established Planning Area goals which resulted in the ultimate development of the Comprehensive Plan.

Planning Area

The Ennis City-County Planning jurisdictional area is situated in southwestern Montana, between the Madison, Tobacco Root, and Gravelly Mountain Ranges. Located within the broad scenic Madison Valley, the Planning Area boundaries are approximately twelve miles equidistant from the City of Ennis. Encompassed by the Ennis Planning Area are 379 square miles of Madison County.



Ennis City-County Planning Area

THE MADISON VALLEY SETTING AND ENVIRONMENT

The elements of the Ennis Planning Area environment consist of the natural setting, climate, geology, hydrology, topography, vegetation, soils, fish and wildlife.

Natural Setting

The Ennis Planning Area located in the Madison Valley is rich in scenic beauty and contains a variety of natural environments inhabited by several species of plants and animals. Although only a part of the Madison Valley, the Planning Area contains terrain and land forms common to almost the entire valley. The Madison Mountain Range forms the eastern valley wall with peaks elevating to a height of over eleven thousand feet. The Tobacco Root and Gravelly Range Mountains form the western wall of the valley. The walls of the valley drop into high bench lands. Located on the eastern bench is an almost perfectly formed alluvial fan formed by Cedar Creek. These benchlands then drop off to the valley floor. Running along the valley floor is the Madison River noted for its fine trout fishing. U.S. Highway 287 follows the river along the valley floor and climbs up over a series of hills to the north of the Planning Area. At a junction in Ennis, State 287 runs west, traversing the Tobacco Root Mountains to Virginia City. The Planning Area exhibits many aesthetic characteristics in terms of forests, vegetation, the Ennis Lake, the Madison River, meandering streams, mountains and wildlife. Coupled with these are broad open areas, providing beautiful vistas.

For the most part, the valley walls are included in National Forest Reserves and are managed by the U.S. Forest Service. Management zones have been designated by the U.S. Forest Service for the Beaverhead National Forest. These management zones reflect various ecological systems present in the Planning Area and are the result of soils, geology, hydrology and topography differences.

A general description of these zones is given in the Multiple Land Use Management Guide for the Beaverhead National Forest District as follows:

1. Lower Slope-Foothill Zone

   a. Definition. This zone is the lower and drier foothill portion of the Forest. It generally extends beyond the lower boundary of the General Forest Zone toward the valley bottoms in that transition area between the upper timber type and lower grass type.

b. Description and Characteristics. Climatic conditions are moderate with longer growing seasons and deeper, well developed soils which are easily disturbed. Vegetative cover consists of extensive grass, grass-shrub types often interspersed with stringers or patches of timber on the wetter north slopes and along stream bottoms. Ratio of evapo-transpiration to precipitation is high which results in relatively low water yield.

2. General Forest Zone

a. Definition. This zone generally lies in the middle portion of the slope, above which is located the High Area Zone and below which is located the Lower Slope-Foothill Zone. Soil, climate, and topography are joined to produce conditions most favorable for the production and use of the greatest number of resources.

b. Description and Characteristics. This zone is interspersed with open grass types, natural mountain meadows, old abandoned homesteads, or creek bottom grass stringer types. Such areas excel in the production of summer forage which supports large numbers of domestic livestock. This zone also contains most of the more highly productive timber producing sites. All age classes and many different tree species are often found in large relatively unbroken expanses.

3. High Area Zone I.

a. Definition. This zone generally extends upward from the General Forest Zone and contains subalpine and alpine vegetative cover types. Entire drainages may occasionally be included at consistently high elevations. Much of the zone is above timberline.

b. Description and Characteristics. The short growing season, long severe winters of heavy snow, and the extremely rough and steep terrain result in a thin soil-sparse vegetative complex where the delicate balance is easily upset. Other areas of more gentle terrain often have deep, fertile soils. These soils are heavy water producers.

4. High Area Zone II.

a. Definition. This zone has the general appearance of Lower-Slope Foothill Zone, except that it is at 8,500 to 10,500 elevation and has many of the characteristics of High Area Zone I. It is typical of the Gravelly Range and some other small scattered areas in the northern, eastern, and southern portions of the Beaverhead National Forest.

b. Description and Characteristics. Terrain is gentle to moderate with occasional steep areas. Mechanical travel is ordinarily unrestricted and is not necessarily confined to roads and trails. Unimproved cross-country jeep roads are common. The area gives the appearance of a rolling grass-type with some small patches of short timber. Grassland-type vegetative cover (bunch grass and sagebrush) predominates and may occur in conjunction with typical high area vegetation.

5. Water Influence Zone.

a. Definition. Areas of varying widths extending back from the waterline along streams, rivers, around lakes and reservoirs, and other bodies of water where recreational occupancy, use, and enjoyment now or in the foreseeable future is or will be concentrated; areas in which the presence of water is the dominant factor influencing management and where uses and activities are water oriented; areas where beauty, aesthetic values, water quality, and usefulness are an important part of the environment and offer significant opportunities for immediate or future recreational use by people visiting or traveling through the zone. The zone contains the best opportunities for concentrated public recreational use including activities such as picnicking, camping, boating, fishing, water sports, resorts, and organization camp use.

b. Description and Characteristics. Includes existing or potential recreation occupancy sites for water oriented outdoor recreation and the protection areas surrounding these sites along banks and shores where people may fish or stroll. Includes all other areas along the banks and shores subject to close scrutiny from the water or from overland travel routes within the zone. Not included are the more distant backdrops or viewing areas which are not subject to close scrutiny and where details are not readily discernible. Such areas may be recognized as management units in the adjoining management zone where due consideration will be given to the natural scenic beauty and aesthetic values.

6. Travel Influence Zone.

a. Definition. Areas of varying widths extending back from the travel portion of existing or planned overland public travel routes (roads, trails, railroads, airfields, ski lifts) where recreational occupancy, use, and enjoyment now or in the foreseeable future is or will be concentrated; areas in which beauty of the landscape and other aesthetic values are an important part of the outdoor environment and offer significant opportunities for immediate or future non-water oriented recreational use by people visiting or traveling through the zone. Use within the zone is frequently intensive for camping, picnicking, organization camping, or simply driving for pleasure. Use may also be for resorts, stores, service stations, or summer homes. Lands along all interstate, federal-aid, and forest highways and along most state highways will be designated as a travel or water influence zone. County and forest development roads, trails, etc., will be considered on their individual merits and designated accordingly.

b. Description and Characteristics. Includes existing or potential recreation and occupancy site for outdoor recreation enjoyment and the buffers surrounding these sites where people may stroll. Includes all other areas subject to close scrutiny from the public travel route within the zone. Not included are the more distant backdrops or viewing areas which are not subject to close scrutiny and where details are not readily discernible. Such areas may be recognized as management units in the adjoining management zone and the unit writeup will include decisions to meet landscape management objectives.

7. Special Zones.

   a. Definition. Areas classified or formally designated by the Congress, Secretary of Agriculture, Chief of the Forest Service or Regional Forester.

   b. Description and Characteristics. Comprises areas of unusual public interest or other significance. Examples are: wilderness; primitive area; experimental forests; natural area; wild and scenic or recreational rivers; hiking areas; and historical, geological, or archeological areas.

   Special zones are governed by approved management plans, legislative acts, executive orders, and regional management direction.

Climate

Variations in climatic conditions are considerable for the Planning Area due to the proximity of the Continental Divide, surrounding topographic features and elevation variations.

Precipitation:	In the valley precipitation reaches a peak in May and June with a second minor peak occurring in September. The driest months of the year occur from November through February. In the mountains precipitation is the heaviest on the western slope of the mountains. Ennis has an average annual precipitation of 11.14 inches. The surrounding mountains receive as much as 50 inches of annual precipitation of which comes mainly in the form of snow.
Temperature:	Extremes in temperature are common within the Ennis Planning Area. Temperatures can vary from less than a minus 40° in the winter to summer highs occassionally exceeding 90°. The mean minimum temperature during January is 10° with a mean maximum of 30°. Mean temperatures during July range from 48° to 82°.
Length of Growing Season:	Within the lower elevations of the valley, the

Length of the growing season is approximately 150 days while at the higher elevations the season is shortened to 50 days. The average length of the freeze free season is 110 to 120 days. The average day of the first freeze is September 12th with the last freeze occurring between May 15th and May 28th.

Winds:

The location of the valley and surrounding mountain ranges has a direct reflection on wind patterns. The prevailing wind direction is from the southwest. In the afternoon the wind direction shifts to a light northerly wind and by evening returns to a light southerly wind. Recorded wind data is not available within the Ennis Planning Area.

Geology

The Madison, Tobacco Root, and Gravelly Ranges are located within the physiographic province of the northern Rocky Mountains. Common to these ranges are broadly uplifted asymmetric anticlinal folds, bounded by prominent faults. Exposed precambrian crystalline rock appears in many areas as a result of Paleozoic and Mesozoic marine sediment erosion.

In general, characteristics of the Madison Valley area are high mountains and steep slopes which drop down to a broad valley. Canyons with alluvial fans discharge into the valley. Rock types characteristic of mountain areas in the northern and southern parts of the Madison Range are metamorphic gneiss and schist. Less stable paleozoic and mesozoic rocks are present in the central area of the mountain range. Marine shale of the Crestaceous Age, a least stable rock form found in landslide zones, is also found in this area.

Down within the Valley terrace gravels are found above streams with large areas of alluvium found along the Madison River and its flood plain. The thickness of alluvium varies in depth from less than 10 feet to more than 200 feet. Also evident are glacial deposits, alluvial conglomerates and mud flows resulting from past ice and water movement histories.

Geomorphology features includes the presence of Holocene fault scarps along the Madison Range. Prominent faults are located along the Madison Range within the eastern part of the Planning Area. There is an indication of recent movement along these faults.

Mass gravity movements are also apparent in land forms in the Madison Valley and have occurred in such forms as slumps, rock creep, mud flows and landslides. These features become significant in terms of the potential hazard which could evolve from the possible location of future development in or near areas having these characteristics. As a result of effects of the Hebgen Earthquake of August 17, 1959, and the fault conditions located in the Planning Area, the Madison Valley is located in Seismic Zone Number 3, indicating a high potential for earthquakes causing major damage. Within Seismic Zone No. 3 all applications for proposed construction relative to the Federal Housing Administration of the Department of Housing and Urban Development requires reinforced seismic foundation design.

Influence of Geology Features on Future Development

The following map of hazard zones derived from past geologic activity and the existence of certain local physical characteristics, reflects areas where serious potential hazards do exist relative to development. These areas should not be interpreted as excluding development but detailed investigations should be conducted to determine the suitability of each area for any proposed development.

Considerations used to delineate these potential hazard zones are as follows:

(1) Areas having a history of mass-gravity type movements -

  (a) High landslide potential - areas of old slides, below old slides, or areas where rock conditions are similar to those where slides have occurred.

  (b) Unstable rock, potential mud flow areas, and soil types such as shale or clay.

(2) Fault zone areas - high potential for movement along these zones.

(3) Flood plan areas -

  (a) Should be avoided due to possible flooding, icing, or ice jams.

Other Areas Not Mapped But Requiring Consideration Include:

(1) Fill areas - structures located on fill areas within the valley should be specially designed to withstand earthquake tremors.

(2) Canyon mouth areas - development should be avoided near canyon mouths due to the possibility of flash floods and mud flows.

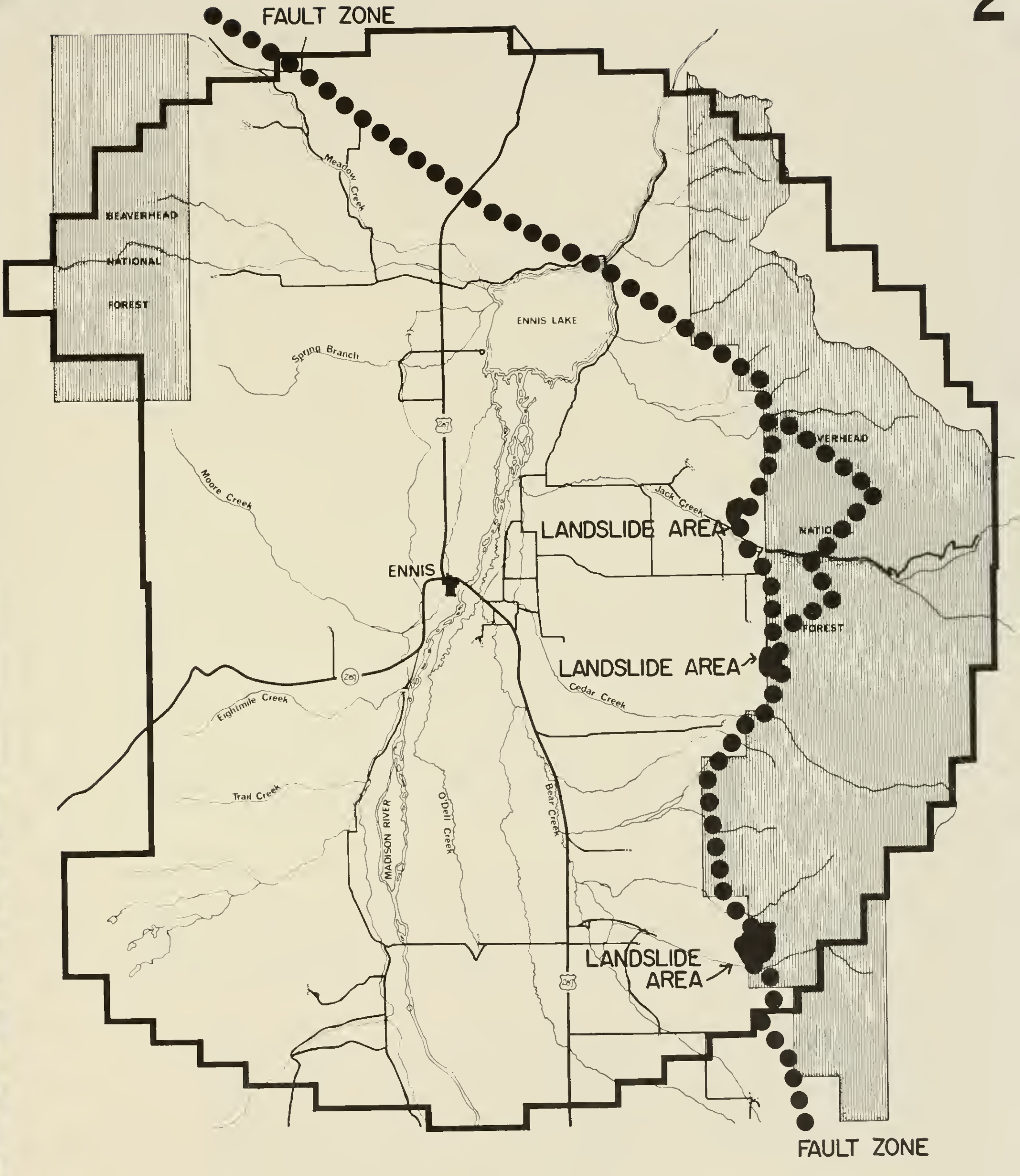
(3) Steep slope areas - steep slope characteristics increase slide potential.

Hydrology

Hydrologic Setting

The major drainage is the Madison River which bisects the Planning

2



Geologic Hazard Zones

Area and flows to the north. The Madison River's headwaters are located within Yellowstone National Park. West of the Madison River within the Planning Area the tributaries are: Haypress Creek, Blain Spring Creek, Moran Creek, Spring Creek, Trail Creek, Eight Mile Creek, Moore Creek, Spring Branch Creek, and South and North Meadow Creek. On the east side of the Madison River the tributaries are: Bear Creek, Burger Creek, Mill Creek, Tolman Creek, Boulder Creek, McDeed Creek, O'Dell Creek, Cedar Creek, Jack Creek, Jourdain Creek, Short Creek, St. Joe Creek, Barn Creek, Trail Creek, and Fall Creek. The Madison River flows in a northerly direction until it joins the Jefferson and Gallatin Rivers to form the headwaters of the Missouri River.

The Madison River watershed is generally mountainous with elevations within the Planning Area ranging from less than 5,000 feet in the Valley to over 10,000 feet at Fan Mountain. The average discharge rate of the river below Ennis Lake is 1,615 CFS (cubic feet per second). A maximum discharge rate of 7,750 CFS was recorded June 2, 1943. The high surrounding terrain has a heavy snowpack at times averaging 100 inches annually, thus increasing water volumes of the drainage. Principal streams within the Planning Area provide a year around source of water for agricultural and domestic needs.

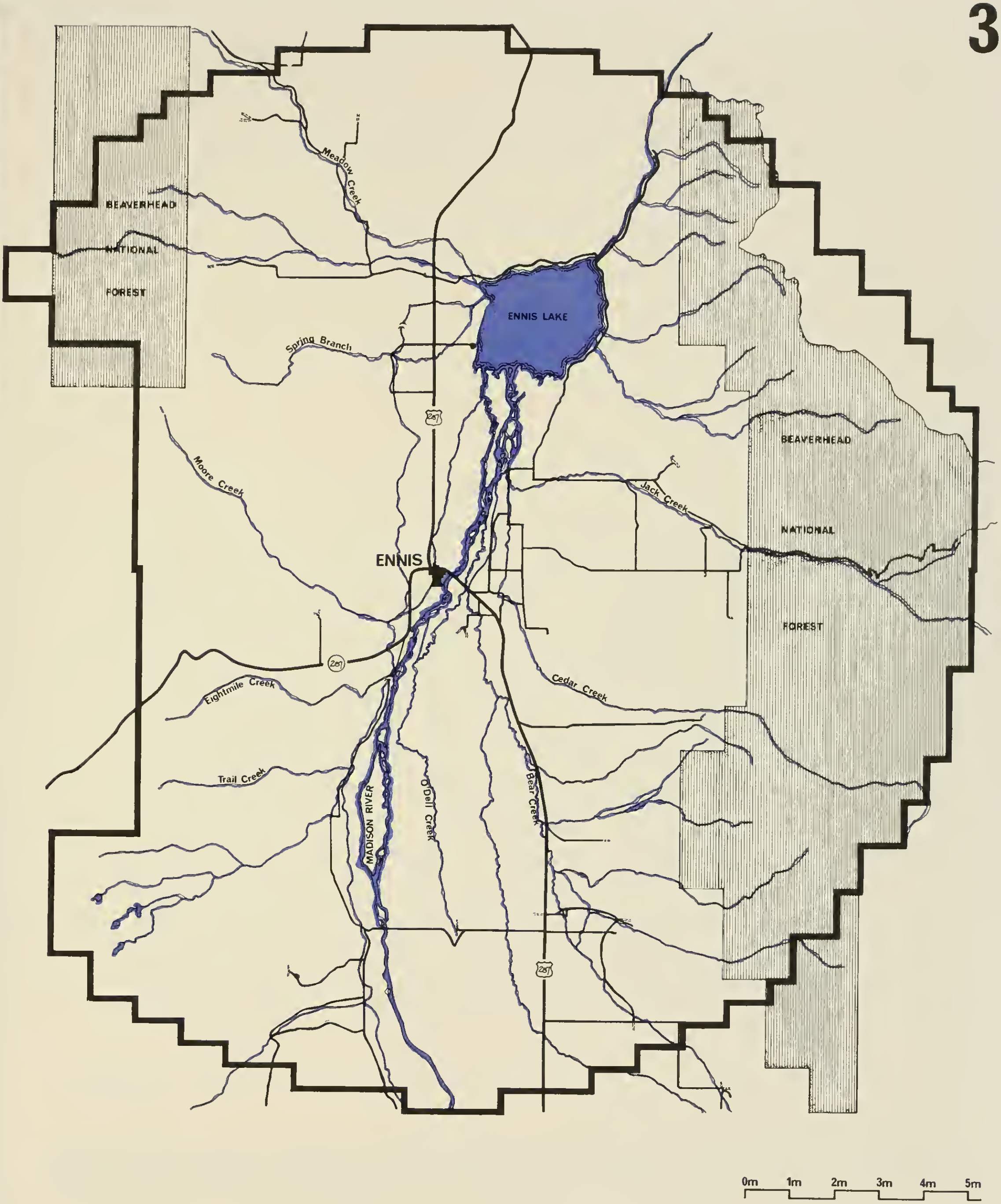
As previously mentioned, principal precipitation comes to Madison River hydrologic system in the form of snow or rainfall. In the higher mountain elevations the greatest percentage of annual precipitation occurs during a three month period in the winter. During early summer the Valley floor receives its greatest amount of precipitation. The greatest amount of annual runoff comes in the form of melting snow within the Madison River watershed. Because snow melt accounts for the greatest percentage of runoff, peak periods are delayed to midsummer. Water storage for power generation and water level control is provided at Ennis Lake by the Montana Power Company.

Hydrological Inferences for Development

The hydrology and water quality of the Planning Area is a particular element of the environment that could be subject to adverse changes as development takes place. The following caution and protective measures should be taken:

(1) Avoid development that would pollute surface and ground water systems. Protect aquifers located in the Planning Area, particularly since the major source of domestic water for Ennis and surrounding Planning Area development comes from wells. A reason for concern is the composition of the valley floor. Combinations of alluvium, a very porous soil, mixed with impervious layers of clay could result in a high pollution potential.

(2) More extensive records regarding stream flows during spring and early summer thaws are needed as well as accurate delineation of flood plain areas in order to adequately



Rivers and Streams

evaluate the safety of locating near various streams and the Madison River.

(3) The Water Pollution Control Council has established water quality standards for streams and drainage in Montana. The following steps should be taken:

   (a) Local review should be made of the quality standards as they affect the Madison River.

   (b) Insure an effective monitoring program is developed.

   (c) Make certain that enforcement will be carried out to insure Planning Area water quality.

Topography

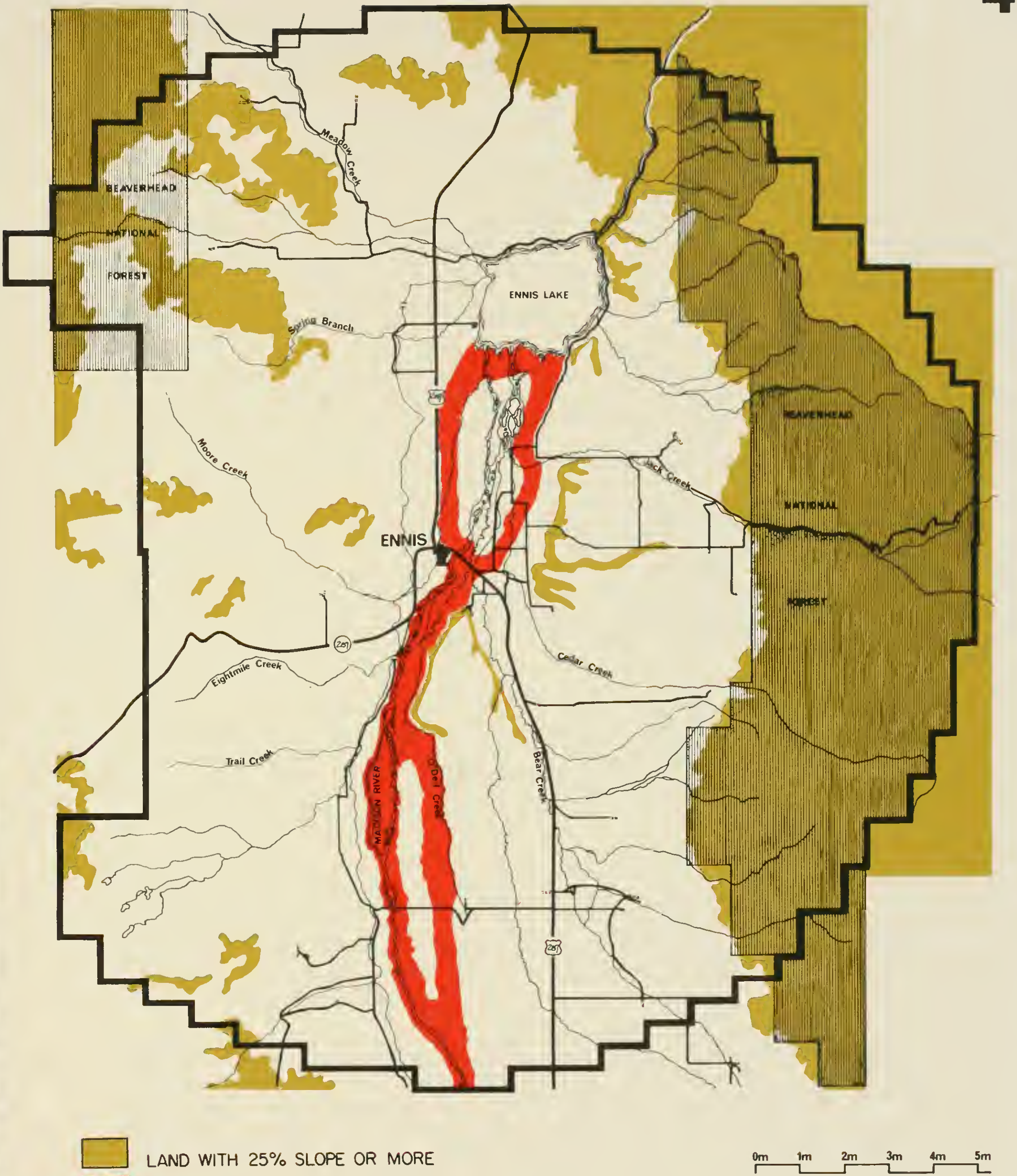
Topographic Slope Characteristics

The Planning Area provides a wide variety of topographic features as previously described in the geology section of this report. Important is the study of topography because it provides basic parameter in the location of sites for future land use activities - be they residential subdivisions, recreational facilities, stores, summer homes, or highways. In describing topography, common reference is made to relief - the extent to which elevations vary within a given area. The relief within the Planning Area is in excess of 5,000 feet. This means there exists a difference of over 5,000 feet between the lowest elevation within the Valley and the highest mountain elevation. Large relief changes usually indicate large areas with high slope characteristics. The degree of slope most characteristic of limiting development is 20 percent. (Rise of 20 feet in 100 feet.) There are instances where residential structures at low density can be constructed on a greater than 20 percent slope but in these situations, considerable site analysis should be undertaken. Generally difficult access and construction on the steep hillsides will affect the development of these areas. Figure 4 illustrates general slope characteristics of the Planning Area. Approximately one third of the Planning Area has slopes in access of 20 percent. Areas having less than a 20 percent slope consist mainly of bench areas and the Valley floor.

Vegetation

Elevation has a definite influence on the types of available vegetation. Above the Valley floor at the 9,500 foot level, vegetation is limited to Lichens with some patches of Beargrass and Sedges.

The coniferous forest forms the next belt of vegetation. Characteristic of this vegetation belt is Whitebark Pine, Limber Pine, Alpine



Limiting Factors of Development

Fir and Spruce. Shrub types include Whortleberry, Blueberries, Oregon Grape and Bearberry. The understory consists of Beargrass, Pinegrass, Sedges, Arnicas and Mountain Heather.

Below the coniferous forest level is the belt consisting of coniferous forest with open grasslands.

Open grassland and subirrigated meadows are intermixed with Lodgepole Pine and Douglas Fir stands. Lodgepole stands permit a sparce understory of Arnica and Pinegrass. More understory is common to the older Douglas Fir stands. Grassland areas include Idaho fescue, Columbia needlegrass, Slender wheatgrass, Bearded wheatgrass, Timber oatgrass, Sedges, Mountain brome and Rough fescue. Lupine, Geraniums, Cinequefoil, Paintbrushes and Lark spurs are the common forbs.

The next lower vegetation level is predominated by Sagebrush, Lupine and Idaho fescue with Wheatgrasses and Mountain brome dropping into a minority. Only scattered remnants of Rough fescue and Spike fescue are found in this 20 to 24 inch rainfall belt.

Scattered areas of open Douglas Fir with Lodgepole Pine, Aspen and Willows are found at the next lower zone level with large open grasslands. Primary forage plants include Bluebunch wheatgrass, Basin wildrye, Idaho fescue, Bearded wheatgrass, Spike fescue, Green needlegrass and Richardson needlegrass with small amounts of Sandberg bluegrass and Junegrass. Lower range conditions include Big Sagebrush, Threetip Sagebrush and Rubber Rabbitbrush. Idaho fescue, Lupine, Western Yarrow and Sandberg bluegrass are the most dominate. Shrubby Cinquefoil, Sedges, Goldenpea and Iris dominate subirrigated overgrazed areas.

The lower bench lands and foothills include Bluebunch wheatgrass, Green needlegrass, Indian ricegrass, Western wheatgrass, Mountain Mahogany and Rocky Mountain Juniper. Nearly solid stands on many of these ranges are found needle-and-thread with Blue grama, Sandberg bluegrass, Junegrass and Needleaf Sedge intermixed with Fringed Sagewort, Broom Snakeweed and Pricklypear.

Grazing - Several of the areas utilized for grazing especially at the higher levels have sensitive vegetative patterns. If over grazed, many times the delicate grasses do not regrow or regenerate leaving the sparse soils subject to wind and water erosion. Care should be taken to insure this delicate ground cover is not over used.

Commercial Forest Areas - Stands of timber capable of being classified as commercial are predominantly found at the mid-elevation range of the Planning Area. These principal stands include lodgepole pine or mixed lodgepole pine and Engleman Spruce. These stands contain a sufficient quanity of sawtimber size and constitute an important timber resource. However, much of this timber is located within the National Forest boundaries and will be protected and managed with respect to policies set up by the U.S. Forest Service. At the present time there are no commercial timber harvesting activities being carried on in the Planning Area. Only one area is presently designated for commercial timbering and is located in the Tobacco Root Mountain sector of the Beaverhead National Forest.

Soils

Description of soils in specific areas are useful in predicting potential problems which may be encountered as the result of development. The Planning Area has both an interesting and complicated geologic history which has influenced the soil structure of the area.

Over periods of time extensive drainage has resulted in erosion of the mountains and the subsequent filling of the Valley and drainage basins with alluvium. The soils of the Ennis Planning Area basically consist of alterations of alluvium and other local mountain geologic mountain materials resulting from climatic conditions, topography, and living organisms.

The Soil Conservation Service of the United States Department of Agriculture has prepared a general soil map for Madison County. Part of this map which includes the Ennis Planning Area is shown in this report as Figure 5 . In developing this map, the Soil Conservation Service through field studies and observations designated six general soil areas.

Five descriptions of general soil areas shown on the general soil map are presented as follows:

(1) Areas dominated by shallow to deep, well to somewhat poorly drained, loam and clay loam soils of the alluvial valleys and low terraces. Included are areas of wet soils on the flood plain.

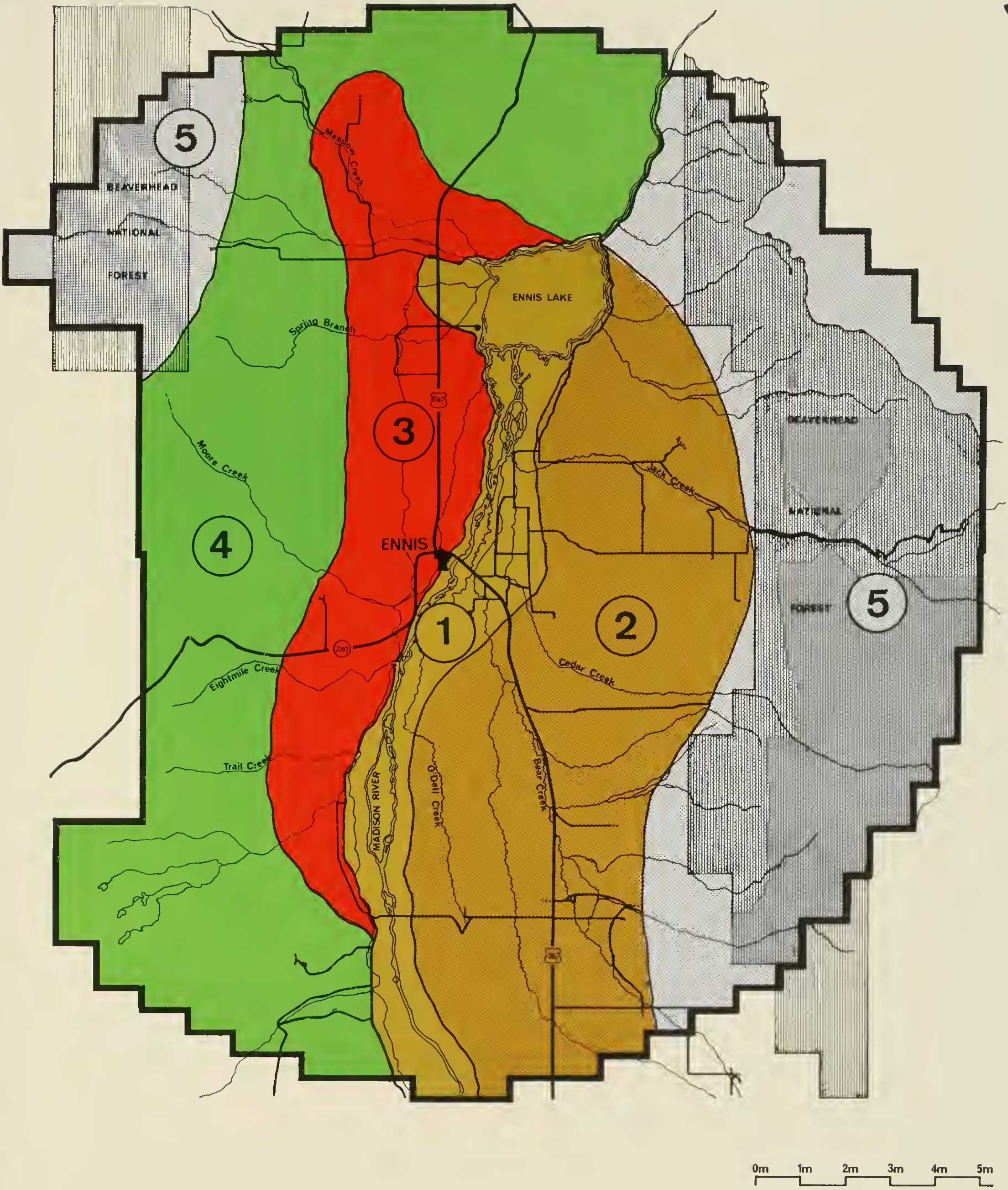
(2) Areas dominated by deep, well drained, light to dark colored loam, gravelly, cobbly and stony loams on nearly level to rolling benches and fans. Included are areas of wet soils in narrow valleys and shallow soils on bedrock or over gravels.

(3) Areas dominated by deep, well drained, dark colored loams and silt loam soils on nearly level benches and fans and rolling uplands. Included are areas of wet soils in narrow valleys and shallow soils on bedrock or over gravels.

(4) Areas dominated by shallow to deep, well drained, grassland soils of the steep bedrock uplands. Included are areas with scattered trees.

(5) Areas dominated by shallow to deep, well drained, forested soils of the mountains. Included are areas of grassland soils.

5



General Soil Types

Occurence Probability in Percent

TABLE 1

GENERAL SOIL LIMITATIONS FOR ENNIS - MADISON VALLEY

SOIL TYPES	RESIDENTIAL DEVELOPMENT	COMMERCIAL & INDUSTRIAL DEVELOPMENT	FLOOD HAZARD	WATER TABLE	TRAFFIC SUPPORTING CAPACITIES	SEWAGE LAGOONS	SEPTIC TANKS	PUBLIC SEWAGE SYSTEM	INTENSIVE RECREATION AREAS	SANITARY LAND FILL
1. Shallow to Deep Loam and Clay Loam	80 - 95% Severe	70 - 90% Severe	Occasional to Frequent	Variable 0 to 10 ft.	Variable Good in some Areas, poor in others	70 - 90% Severe	80 - 95% Severe	Needed	Good in areas Poor in Others	Generally Severe because of Water Tables & Flooding Hazards
2. Light to Dark Colored Loam Stony Loam	Generally Good 2 - 5% Severe	Generally Good	Little or None	Mostly Deep Below 10 Feet	Good	Fair to Poor Underlying Gravel	Generally Good		Generally Good	Generally Good
3. Shallow to Deep Dark Loam and Silt Loam	Generally Good 5 - 8% Severe	Generally Good	Little or None	Mostly Deep 6 - 10 ft. plus	Generally Good to Fair	Fair to Poor Underlying Gravel	Generally Good		Generally Good	Generally Good
4. Rolling to Steep Grass Land Soils	80 - 90% Severe	Generally Severe	Only along Drainages	Deep	Variable	Too Steep & Shallow	5 - 10% Locally Good		Too Steep	Generally too Steep & Shallow to Bedrock
5. Forested Soils	85 - 95% Severe	Generally Severe	Only along Drainages	Deep	Variable	Too Steep & Shallow	Shallow to Rock		Variable	Generally too Steep & Shallow to Rock

Development Implication

Interpretations are based on evaluation of the soil to a depth of five feet. Below this depth geologic reports may be of benefit for interpretations below the five foot depth. For proposed construction a detailed soil site investigation is needed.

Soils rated as slight are relatively free of limitations or have limitations that are easily overcome. Soils rated as moderate have limitations that need to be recognized but can be overcome with good management and careful design. A severe rating indicates the limitations are severe enough to make use questionable. It does not mean the soil cannot be used for a specific use, but it does mean that careful planning and design are needed. In some cases, the limitations may not be economically feasible to correct.

The significance of soil properties affecting the use of the soils in Table 1 differs, depending on the specific use intended. Basic soil characteristics considered for each use included in the table are frost heave potential, shrink-swell, slope, depth to bedrock, water table, and bearing strength.

Fish and Wildlife

Animal numbers and their condition relate directly to the availability of food with the winter supply being the critical limiting factor except for hibernating species.

The combination of vegetation, soil and other environmental factors dictate the density and distribution of animal populations.

Not until recent times has man become concerned over the future of the various animal communities. A concern derived from both a deep respect for nature and a valuable economic asset. Changes can result to animal communities as the result of natural change (disease, fire, availability of food, conditions, etc.) or through human disturbance. Man's continuing involvment in the Madison Valley and the Planning Area will undoubtedly have a direct reflection on the total animal ecosystem.

Wildlife species represented within the Madison Valley include Mule Deer, Whitetail Deer, Elk, Antelope, Black Bear, Moose, Mountain Goat, Bighorn Sheep, Coyotes, Beaver, and Mink. Native upland birds include Franklin, Blue and Ruffed Grouse with Sage Grouse found in the lowland areas. Ducks, geese, Sandhill Cranes, Swans and Songbirds are common in the Valley along the Madison River.

Within the streams and lakes of the Madison Valley can be found Eastern Brook Trout, Cutthroat Trout, Rainbow Trout, Brown Trout, Grayling, and Golden Trout.

Presently four species are considered as rare and endangered. These include Bald Eagles, Grayling Fish, and both the Grizzly Bear and Grey Wolf which occassionally cross over from Yellowstone National Park.

Winter range for moose, elk, deer, goat and sheep are small in acres but appear to be adequate with the exception of deer and elk ranges. Elk ranges are fair in condition with the deer ranges heavily used and in poor condition, primarily because of an over population of deer relative to available food.

REGIONAL CHARACTERISTICS

In terms of developing a basic understanding of the present and future problems and needs of the Ennis Planning Area, which will be later identified, it is necessary to have a knowledge of early settlement and present settlement patterns.

Early Settlement of the Madison Valley

Madison County, originally a portion of a French and Spanish colony, became part of the United States with the Louisiana Purchase in 1803. In 1821, the Madison area was included in the newly organized territory of Missouri. As new states were formed from the original Louisiana Purchase, the Madison County Area became part of the Nebraska Territory in 1861 and finally the Territory of Idaho in 1863. Idaho's first legislative assembly divided what is now known as Montana, into seven counties of which one became Madison County.

With the discovery of gold at Alder Gulch in May of 1863, came the development of several towns in the area, one of which was Virginia City. The opportunity for wealth not only attracted miners, but also claim jumpers, criminals and roughs as well. Because of a reign of lawlessness and a desire for closer government, the Montana Territory was created on May 6, 1864. Virginia City reaching a population of 10,000 became the county seat and the Territorial Capitol of Montana. It was not till 1875 that the Capitol was moved to Helena.

The Madison Valley located east of the mining camps of Alder Gulch had a substantial area for cultivation and for many years grew grain for the mining population of Virginia City. In August of 1863, freighter, William Ennis, took squatter's rights on the present townsite of Ennis.

Near the site of Varney, George Thorpe and Joe Brian, the first recorded white men living in the Madison Valley, spent the winter of 1862-63 in a dugout.

The community of Jeffers was named after M. O. Jeffers who brought up the first herd of cattle from Texas in 1869. Five years later the first band of sheep arrived at Meadow Creek, brought up by Sam Shingleton.

The Madison Valley since its settlement has continued to be oriented toward agriculture. It is because of the rural agricultural orientation that the Madison Valley has remained one of Montana's most scenic areas.

The Ennis Planning Area Today

Just as the Planning Area's abundant natural resources and scenic beauty have been preserved in the past through its rural agricultural orientation, today and the future brings the increasing pressures of speculation and development.

Settlement

The present major concentration of development within the Planning Area is located in and around the City of Ennis with the unincorporated areas of Jeffers and McAllister retaining minor concentration of less dense development. Other settlement areas in the Planning Area of a permanent population nature include: southeast of Ennis along U.S. 287, southwest of Ennis along Spring Creek Road, Cameron, and in the northern part of the Planning Area along North Meadow Creek Road.

Seasonal home settlements are mainly located around Ennis Lake and along Jack Creek. These settlements are comprised of cabins, summer homes, mobile homes and dude ranches. Within Ennis and Jeffers an increasing number of permanent homes are being occupied by retired and summer residents.

Aside from the Spring Creek Area, the North Meadow Creek Area, and the seasonal development around Ennis Lake, all settlement has taken place along or in close proximity to the major highway system. Very little development has occurred off the valley floor with the exception of Cameron, the Fish Hatchery, the Montana Power Plant Area, and scattered ranches.

Natural resources characteristic of the Madison Valley and the Planning Area are scenic mountains, blue-ribbon rivers and streams, forests, wildlife and a refreshing climate. These resources have attracted large numbers of people to share in the many unique recreational opportunities.

Basic to the economy of the Planning Area other than agriculture is the character and attraction of the Madison Valley to the visiting tourist. A basic part of the economy, therefore, is dependent upon the Planning Area's ability to preserve its unique qualities.

Agriculture

The Madison Valley is primarily agriculturally oriented. As a result, agriculture plays a dominant role in the economy of the Ennis Planning Area.

Agriculture originated in the Madison Valley as crop farming. Wheat was grown by early settlers in order to supply mining camps in the Virginia City area, however, it was found to be of moderate quality.

Today only a small part of the Planning Area agriculture is devoted to crop farming. Small areas of irrigated and dryland farming are carried on through the use of commercial fertilizers, improved irrigation systems and more productive varieties of plants. Wheat and barley are the basic products of dryland farming and irrigated lands are used primarily for hay production and pasture.

The leading agricultural industry of the Planning Area is the raising of livestock. Sheep, although once grown in significant numbers, has declined in importance relative to cattle. Cattle raising at present is the largest agricultural industry of the Area. The major portion of the Planning Area in terms of private, public and national forest lands are utilized for purposes of livestock production.

Recreation and Tourism

The use of land within the Ennis Planning Area for recreational purposes is increasing rapidly. Factors related to this increase are better access, created by improved highways, public dissatisfaction with crowded population centers, public interest in historic and scenic areas, and increased interest in wilderness opportunities.

In the past, the local residents of the Valley were the major users of recreational facilities and the surrounding National Forest, however, recently an increasing number of people have been coming from non-local areas including out-of-state residents.

Both public and private camping facilities located adjacent to Ennis Lake, within the National Forest, at Ennis, or within fishing access areas receive considerable use from trailers, pickups and pull-type campers.

Recreational visitors utilize parts of the valley and the surrounding national forest system for hunting. Sizeable elk and deer herds attract a large amount of hunting activity with limited hunting available for mountain goat, mountain sheep, moose and antelope.

Upland bird hunting has not become a popular sport in the Planning Area because of travel distances and rough terrain. Along the Madison River, large numbers of ducks and geese receive considerable hunting pressures.

The Madison River, a designated blue ribbon fishing stream, its tributaries and surrounding mountain lakes draw large numbers of fishermen. Trout fishing is most common because of the area reputation for abundant and trophy sized fish.

Sightseeing, historic trail tracing, historic site exploration, photography, artifact hunting and rock hunting are recreation activities which have been increasing in popularity, especially with tourists passing through the Planning Area on their way to Yellowstone National Park, Virginia City and Alder, or Lewis and

Clark Caverns. Picnicking, a form of passive recreation, is an activity mainly engaged in by the local people. Picnic facilities concentrated in recreational areas around Ennis receive considerable pressure. There are indications that picnicking activities are increasing, especially in conjunction with transient vacationers.

A new winter activity which has been gaining popularity rapidly is snowmobiling. Snowmobiling has been basically a sport of the local people, however, because of extensive open areas in the Gravelly Mountain Range, dry snow conditions and clear winter weather, many non-local people are beginning to use this area.

At the present time, ski facilities are not available within the Planning Area. In previous years, limited ski facilities were provided near Jack Creek in the eastern part of the Planning Area.

Dude ranching is becoming more popular to the Planning Area and the public. Presently three ranches within the valley provide dude ranch activities.

Vacation and cabin development has been gaining momentum. Previous owners and cabins in the Planning Area were limited to residents of Bozeman or Butte. Recently the ownership trend of vacation homes is changing to include more out-of-state residents and people preparing for retirement.

Through its many scenic and wildlife assets, the Planning Area has come to depend on recreation and tourism as a valuable part of its economy. From all indications the future outlook of recreation and tourism as a Planning Area industry is bright. This is substantiated by the growing National emphasis on leisure time activities and the increasing number of persons seeking the Madison Valley for recreational purposes.

Transportation

U.S. Highway 287 and State Highway 287 presently consists of the principal road system through the Valley. U.S. Highway 287 serves as a major transportation route connecting the Planning Area with Interstate 90 and other road systems, giving access to Bozeman, Butte, and western Montana. To the south, U.S. 287 provides access to West Yellowstone and U.S. 191 south into Idaho. State 287, junctioning in Ennis, connects the Planning Area with road systems providing access to Dillon and southwestern Montana. Present concerns of U.S. 287 and State 287 are steep difficult grades, sharp winding curves, narrow pavement widths and pavement condition. In addition there is traffic from Interstate 90 to Yellowstone Park along these highway systems.

Recent trends indicate that increasing demands are being placed on the entire 287 Highway system as an access to recreation areas within the Madison Valley. The treatment of land use activities along these highways will greatly affect the attractiveness and environmental quality of the Valley as it continues to develop.

Other transportation modes within the Planning Area are limited to a private general aviation airport located at Ennis. The nearest commercial transportation facilities, be it bus, rail, or a commercial airlines, are located at Bozeman - 53 miles away. Additional airline passenger service is provided during the summer months, a distance of 71 miles to the south, at West Yellowstone.

Transport Facilities

Rail facilities, once provided by the Northern Pacific Railway Company, have recently been discontinued at Norris, located just north of the Planning Area. Nearest rail freight service is provided at Alder, Montana.

The Northern Pacific Transport Company presently serves Ennis with truck freight service from Butte six days a week. Passenger service to Butte was provided by the Northern Pacific Transport Company but was discontinued in July of 1971.

Power

Electric power is furnished to the Madison Valley through the Montana Power Company. A 40,000 acre-foot reservoir, Ennis Lake, was developed by the Montana Power Company for water storage and generation of electrical power at the hydroelectric plant on the Madison River. Recently a 100 KV transmission line was constructed by the Montana Power Company from McAllister to Ennis. During the same construction period a 50 KV transmission line was installed from Ennis south to the Madison Valley Sub-Station near Indian Creek.

Within the Madison Valley service area which approximates the Ennis Planning Area, the Montana Power Company serves 709 customers of which 539 are residential customers. In 1965 the total number of customers included 602, indicating over a 100 customer increase during the six year period.

Montana Power Company service and installation facilities are located in Ennis.

According to present Montana Power Company policy, distribution lines of 7,200 to 12,000 volts are being buried. Transmission lines of 50 KV or more must be constructed above ground.

Communications

The Madison Valley Telephone Company, a subsidiary of Universal Telephone in Milwaukee, Wisconsin, services 469 customers in the area between McAllister and Hebgen Lake.

Office and installation facilities of the Telephone Company are located at Ennis. In the near future, expansion is planned for the telephone facilities on the existing site.

Present telephone installation policy includes the burying of service lines within new subdivisions.

PEOPLE

Future land use and traffic movement in Ennis and the surrounding Planning Area will be determined to a large extent by population and tourism. The amount of land which will be utilized for the many activities that will take place within a community such as living, working, shopping, learning, commuting and recreation are a direct reflection on anticipated population numbers and characteristics. This study will analyze both past growth trends and population characteristics in order to determine the future population composition of the Planning Area.

The accuracy of a population forecast is dependent upon the information available. The basic information used for this population analysis is the current U.S. Census and 1971 Survey of Buying Power.

Past Trends in Population

The State of Montana has experienced a continual increase in population since 1930 with most of this growth taking place in the State's urban areas. During this time period, largest population gains were made between 1950 and 1960 with an increase of 14.2 percent. The past decade - 1960-70 - indicated a gain of only 2.9 percent reflecting a definite slowing trend resulting from slow economic growth and few job opportunities.

Unlike the State of Montana, Madison County has been continually losing population. Since 1940 Madison County has decreased in population by 2,280 persons. The rate of population decrease is presently stabilizing at a -3.8 percent after having population losses of -17.7 percent between 1940-50 and a -13.1 percent during the 1950-60 decade.

The City of Ennis has been following the same basic trend as Madison County. Although indicating a slightly greater population decrease than experienced by the County in 1970, Ennis' -4.6 percent loss was considerably less than the -12.5 percent experienced for the City between 1950 and 1960. Again, as with the County, Ennis' population rate of decrease is diminishing and beginning to stabilize.

This stabilization is particularly prevalent when reviewing Ennis Planning Area population changes. Although County Census Division statistics were not available previous to 1960, definite population growth has taken place in the Planning Area between 1960 and 1970. Indications show that the Planning Area gained in population by 101 persons or almost 10 percent.

Reasons attributed to the loss of population for the City of Ennis and Madison County are as follows:

1. Both Ennis and Madison County have experienced a high unemployment

rate resulting in an outmigration of persons.

2. The birth rate has decreased for both the Ennis and Madison County resulting in a smaller number of persons per family.

3. Employment opportunities are few for graduating high school students resulting in outmigration.

4. High School students leaving the Planning Area to attend college are not returning due to lack of employment opportunities.

5. Considerable development has taken place outside the corporate limits of Ennis. Because these new development areas have not been annexed, households included in these areas have not been included with the Ennis population count. This substantiates the reason for the population growth in the Planning Area.

TABLE 2

POPULATION & GROWTH RATES

	1940	1950	% of Decr. or Incr.	1960	% of Decr. or Incr.	1970	% of Decr. or Incr.
Ennis	N/A	600		525	-12.5%	501	-4.6
*Planning Area	N/A	N/A		1,112		1,213	+9.4
Madison Co.	7,294	5,998	-17.7%	5,211	-13.1%	5,014	-3.8
St. of Mont.	559,000	591,020	+5.6%	674,767	+14.2%	694,409	+2.9

SOURCE: Bureau of Census 1940, 1950, 1960, 1970

*Estimated by CTA from Bureau of Census - Census County Divisions & Housing Census Information.

Seasonal Population Estimates

Since future land use and traffic movement are a function of population, these factors are also a function of seasonal population. Seasonal populations consume land for vacation homes, cabins, motels, hotels, dude ranches and lodges, and in turn provide more traffic to the local road system.

Basically, the seasonal visitor can be classified into two types -- a person traveling through an area and remaining overnight or a person staying for a longer duration of time, perhaps two days, a week, a month, or an entire season.

The following is an estimate of the Ennis Planning Area seasonal population that could occur during a one day peak period during the summer months and is based on the number of facilities that would be available at any one given time.

Short Term Facilities

Motels and Hotels	156 Units
Camping Facilities	117 Units
	273 Total

Long Term Stay Facilities

Vacation Homes, Cabins Mobile Homes	119 Units
Lodges and Dude Ranch Units	15 Units
	134 Total

However, very few times are all facilities ever completely full at any one time with the exception of motels. An eighty percent facility use would be a more realistic estimate. This would indicate that 218 short term units and 107 longer term units would be in use.

According to the Montana Travel Study completed by the Montana State Highway Commission in 1966, the average travel party size for the entire year is 2.2 persons.

A general estimate can therefore be derived of the number of seasonal visitors residing in the Planning Area.

Based on the preceeding information, a seasonal population of approximately 480 short term visitors and 235 long term vacationers reside within the Ennis Planning Area on a given day during the summer tourist season. A reasonable summer daily visitor range would be 650-750 persons.

Characteristics of the Population

In addition to knowing how many people are in an area, it is also of value to know the characteristics of the population. The present social and economic structures of a community must be appraised in order that planning can properly bridge the gap between present population needs and future demands. With this in mind, the following analysis presents a brief overview of Ennis and Planning Area population characteristics relative to age, sex, race, income and education.

Age and Sex

The Planning Area contains a total population of 1,213 with 344 persons representing 28 percent of the total in age groups 14 and under. Approximately 26 percent of the Ennis population falls within the pre-school and school age groups.

Past school enrollments since 1952 indicate a gradual increase in the total number of students attending school facilities from Ennis and the Planning Area. It could be assumed that within age groups 15-24 and 25-34 that population numbers should be at least equal to the 5-14 age group. In reviewing age groups 15-34, a definite outmigration is occurring within these age groups. Common among the 15 to 34 age groups are individuals graduating from high school, going on to college or searching for new job opportunities and are usually least restrained by family ties and responsibilities.

Age groups 65 and over represent 12.8 percent of the total population in the Planning Area and 15.6 percent in Ennis. Recent indications substantiate the fact that these retirement age groups will increase in numbers. A significant population of non-local persons approaching the retirement age groups are constructing or rehabilitating residential structures within the Planning Area for future intentions of retiring within the Madison Valley.

The potential labor force falls within the 15 to 64 age groups. Both the Planning Area and Ennis have approximately 59 percent of their total population in the potential labor force age groups.

The sex ratio, that is the ratio of the number of males to the number of females, is 1 to 1 in the Planning Area and 1 to 1.08 in Ennis. This is somewhat consistant with national trends which can be described as follows: (1) A higher survival rate is prevalent among female infants than male infants, (2) Males have more of a tendency to leave home seeking schooling and job opportunities than females, (3) Older females have a tendency to outlive their spouse. Although statement (3) holds true in reviewing Tables 3 and 4 the number of male children up to the age of 5 is equal to or greater than female children for both Ennis and the Planning Area. Statement (2) regarding a greater out-migration of males than females holds true in age group 25 to 34 and to a lesser extent in the 15 to 24 age group.

Potential labor force age groups (15-64) are composed of a greater number of females than males in Ennis. Male and female numbers of labor force age are almost equal in the Planning Area.

TABLE 3

Ennis' Population By Age Groups & Sex

	Male	%	Female	%	Total	%
Under 5	12	5.0	12	4.6	24	4.8
5-14	57	23.8	48	18.4	105	20.9
15-24	36	15.0	34	13.0	70	14.0
25-34	22	9.2	28	10.7	50	10.0
35-44	29	12.1	29	11.1	58	11.6
45-54	30	12.5	31	11.9	61	12.0
55-64	26	10.8	29	11.1	55	11.0
65-74	12	5.0	26	10.0	38	7.6
75+	16	6.6	24	9.2	40	8.0
TOTAL	240	100%	261	100%	501	100%

SOURCE: U.S. Bureau of Census - 1970

TABLE 4

Planning Area Pop. by Age Group & Sex

1970	Male	%	Female	%	Total	%
Under 5	41	6.7	38	6.3	79	6.5
5-14	140	22.9	121	20.1	261	21.5
15-24	83	13.6	72	12.0	155	12.8
25-34	58	9.5	73	12.1	131	10.8
35-44	74	12.1	69	11.5	143	11.8
45-54	78	12.8	74	12.3	152	12.5
55-64	67	11.0	70	11.6	137	11.3
65-74	38	6.2	47	7.8	85	7.0
75+	32	5.2	38	6.3	70	5.8
TOTAL	611	100%	602	100%	1213	100%

SOURCE: Bureau of Census 1970 & CTA Estimates

Race

The Ennis and Planning Area population are mainly white and do not consist of any major numbers of minority groups. Only 1 person represents the Indian population in Ennis with no representation from other minority groups.

TABLE 5

RACE DISTRIBUTION

	White	%	Indian	%	Other	%
Ennis	500	98.8%	1	.2%	0	
Planning Area	1,209	99.7%	2	.2%	2	.2%
Madison County	4,922	98.2%	78	1.6%	11	.3%

SOURCE: U.S. Bureau of Consus 1970
Montana Dept. of Planning & Eco. Dev.

Income

Specific income was not available for the City of Ennis or the Planning Area. Data pertaining to Madison County was utilized in estimating the following income tables. Assumptions were made that the same income conditions existent for Madison County hold true for Ennis and the Planning Area.

Almost half of the Planning Area and Ennis households made an income of less than $5,000 during 1971. The median income for Madison County is $4,500 which is well below the State's median income of $5,400. Factors relating to the Planning Area's low household income are high unemployment rates, a seasonal oriented economy and a general lack of job opportunities which pay higher wages.

Approximately 35 percent of the Planning Area households made an income of $5,000 to $9,999 with 17 percent of the households making $10,000 and over.

TABLE 6

Household Income-Ennis

Income	% of Households	Households (1)
0 - 2,999	29.2%	56
3,000 - 4,999	17.0%	32
5,000 - 7,999	23.6%	45
8,000 - 9,999	12.9%	25
10,000 and Over	17.3%	33
TOTAL	100%	191

SOURCE: Survey of Buying Power 1971 & CTA Estimates

TABLE 7

Household Income-Planning Area

Income	% of Households	Households (1)
0 - 2,999	29.2%	122
3,000 - 4,999	17.0%	71
5,000 - 7,999	23.6%	99
8,000 - 9,999	12.9%	54
10,000 and Over	17.3%	72
TOTAL	100%	418

SOURCE: Survey of Buying Power 1971 & CTA Estimates

Education

Education is a gateway to the attainment of a higher income and increases a community's labor force and economic growth potential. Its utilization for acquiring a higher income and a better way of life is dependent upon a realization of the utility of education for this purpose. Evidently the socio-economic conditions of Madison County and the Ennis Planning Area are such that increasing emphasis is being placed on education. Present trends infer that the composition of people residing in Madison County are becoming more highly educated. In median years of school completed, County and Planning Area residents have increased, since 1960, from 11.3 to 12.4 years. In reference to Table 8 this 12.4 years of completed schooling is above the State of Montana average. Although slightly below the State in the percent of persons completing a high school education or more, the Madison County population has increased by 13.2 percent since 1960.

In general, increasing emphasis is being placed on educational attainment by people residing in the County and Planning Area. This can, in part, be attributed to a general upgrading of the

State's educational system, a reflection of high unemployment conditions which presently exist within the County, and an increasing socio-economic emphasis on education.

TABLE 8

1960

School Completed by Individuals 25 years and Over by Place

	State	Madison Co.
Persons 25 years and Over Old School Enrollment Including College	356,087	3,033
Median Years Completed	11.6	11.3
Completed Less than 5 Years	4.1%	2.5%
Completed High School or More	47.9%	45.6%

SOURCE: U.S. Census of Population 1960

TABLE 9

1970

School Completed by Individuals 25 years and Over by Place

	State	Madison Co.
Persons 25 years and Over Old School Enrollment Including College	364,508	2,921
Median Years Completed	12.3	12.4
Completed Less than 5 Years	2.7%	3.0%
Completed High School or More	59.2%	58.8%

SOURCE: U.S. Census of Population 1970
CTA Projection using 1950 and 1960 Census Information.

School Enrollment

Madison Valley High School and Ennis Elementary School enrollments are presented in Table 10 . In reviewing enrollment numbers, a consistent moderate growth trend since 1951 can be identified. During the twenty-year period the school system experienced a gain of 72 students or an average gain of 3.6 students per year. Part of this gain can be attributed to recent school consolidations.

TABLE 10

School Enrollment for Madison Valley At Selected Intervals

Grades	1	2	3	4	5	6	7	8	9	10	11	12	Total of All Grades
1970-71	29	29	22	18	27	28	34	34	23	33	26	26	329
1968-69	25	20	26	28	24	27	23	30	29	31	33	23	319
1966-67	25	23	25	29	24	25	32	25	32	25	20	18	303
1964-65	27	25	23	23	28	26	30	25	22	24	28	25	306
1962-63	22	26	28	27	26	34	19	18	24	28	20	20	292
1955-56	21	22	29	23	18	23	20	17	25	20	25	19	262
1951-52	21	23	23	20	22	26	18	21	28	22	22	11	257

SOURCE: Madison Valley School Census

School enrollment within the Ennis Planning Area is anticipated to continue to increase at a moderate rate as natural increase and consolidation continues to take place. Possible slight declines in enrollment may take place during the early part of the Planning Period, however, as the recreational economy of the Planning Area continues to expand, providing job opportunities and as growth in government employment continues, young families will, in the long run, increase school enrollment. Another factor that could have a dramatic affect on the Madison Valley school system would be the inclusion of children of school age from families residing at the Big Sky Recreational Complex. This impact could be as many as three hundred children.

The projected increase in school enrollment for the Ennis Planning Area, based on natural increase, expansion of the recreational economy, and growth in governmental employment, is presented in Table 11 for five year intervals. Student increases are anticipated to reach approximately 417 students by 1992, representing a growth of 27.4 percent.

TABLE 11

Ennis Planning Area School Enrollment Projection

Year	1970	1975	1980	1985	1990	1992
Enrollment	329	345	363	385	407	417

SOURCE: 1. Madison Valley School Census
2. CTA - Staff

The Future Population

Estimates of future population are based on the assumption that the forces which produced change in the past will continue to have a similar influence on change in the future. Thus, the projection of a trend based on past events provides a base-line against which the effects of later events may be measured.

Population Forecast

The procedure in forecasting the population of Ennis and the Planning Area was the net migration and natural increase method. The selected net migration and net natural increase method takes into account the migration increase or decrease ratio of population in the past years as well as natural increase trends. A series of three forecasts were developed which include a high, medium, and low range. Basic assumptions are inherent in the three forecast ranges. These assumptions relative to the Planning Area are: (1) A radical socio-economic-technological change will not take place, (2) A war will not be experienced, and (3) A major natural disaster will not occur.

Common among the three ranges is the Ennis Planning Area will continue to gain population at an increasing rate through 1992. The low population forecast range represents an increase of 274 persons or an overall percent increase of 22.6 with the high range representing an increase of 415 persons or 34.2 percent. The medium range includes an increase of 332 persons or 27.3 percent. Of the three population forecast ranges, the medium population range is considered as most plausible in light of present trends and anticipated events that are likely to occur within the Planning Area during the Planning period.

TABLE 12

Planning Area Forecast

	1970	1975	1980	1985	1990	1992	Overall Percent Increase or Decrease
Low	1213	1270	1331	1394	1459	1487	+22.6
Medium	1213	1279	1351	1427	1509	1545	+27.3
High	1213	1279	1363	1461	1576	1628	+34.2

SOURCE: CTA - Staff

TABLE 13

City of Ennis Forecast

	1970	1975	1980	1985	1990	1992	Overall Percent Increase or Decrease
Low	501	494	512	545	593	612	+22.2
Medium	501	509	543	593	656	684	+36.5
High	501	521	571	634	714	752	+50.1

SOURCE: CTA - Staff

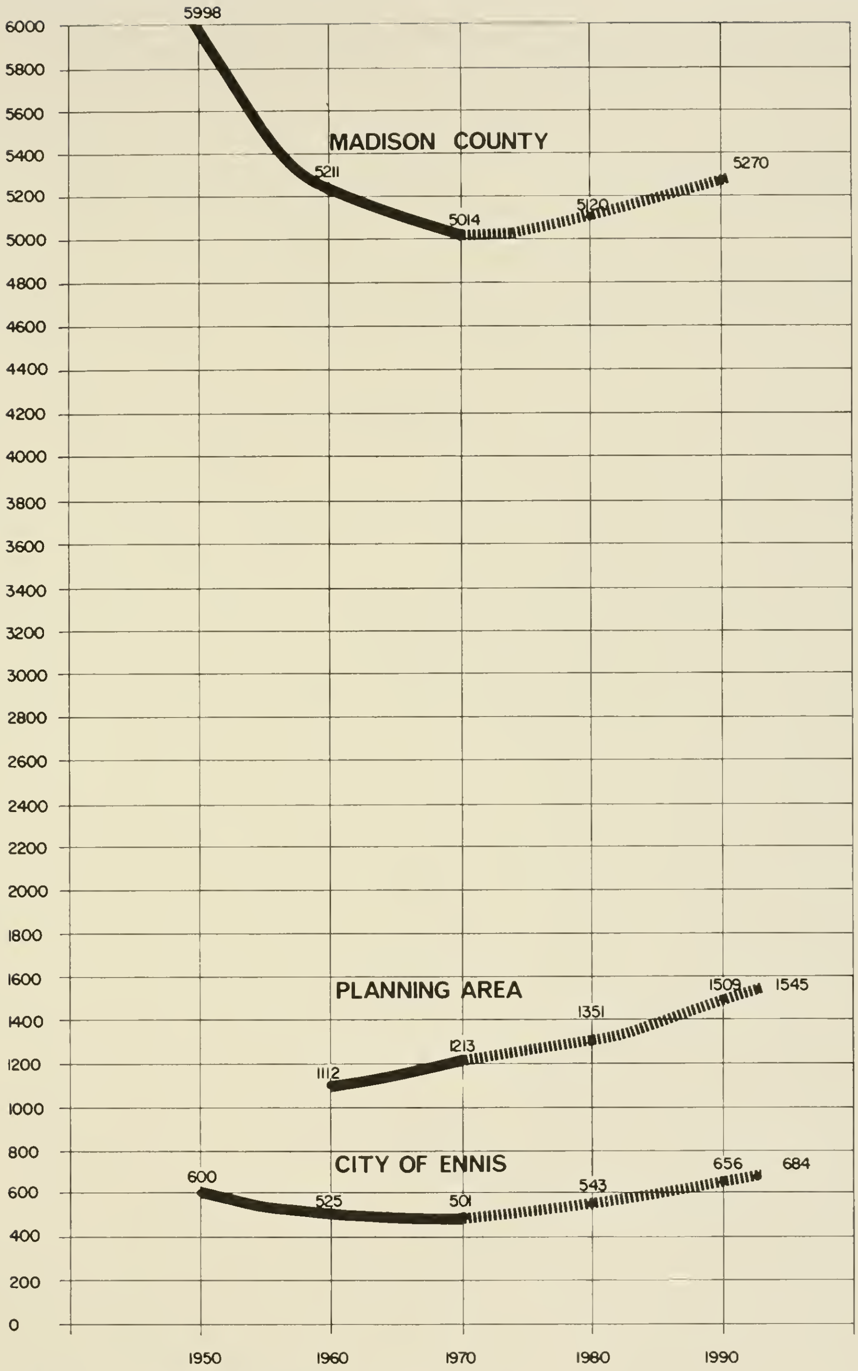
The City of Ennis forecast included in Table 13 should be used with caution, since a possible change in the City's policy concerning annexation could substantially alter the number of persons residing in the Ennis corporate limits.

The low population estimates in all three ranges for the 1975 interval are due to the present rates of decrease experienced by Ennis and Madison County during 1970.

Future Population Distribution and Composition

The future population distribution within the Planning Area will depend on the following considerations:

1. Present and planned residential subdivisions, commercial areas, recreation facilities, school facilities, water and sewer availability, and transportation systems.
2. Amount of unused and available land within the Planning Area and City of Ennis.



SOURCE · U.S. CENSUS OF POPULATION & CTA STAFF

Population Estimates

3. Types, conditions and age of structures presently in the Planning Area (especially with reference to their suitability for more intensive residential use).
4. The land values within the Planning Area.
5. Legal restrictions on land use including zoning regulations and restrictive covenants.
6. Population trends.

Characteristics of the future Planning Area and Ennis population based upon National, State and Local trends will be:

1. More people.
2. Higher education attainment.
3. Higher income.
4. Higher mobility.
5. Smaller families.
6. Greater number of persons per family employed.
7. A slight increase in younger families.
8. An increase in couples of retirement age.

ECONOMY AND EMPLOYMENT

An economic report of a community is basically a study of determining the ways in which people within a community make their living. It is a way of learning how a community exists, why, and in what direction it is going. Communities, like people, perform services. People perform services for other people within the community, and Ennis, in its turn, performs essentially the same role for other communities. How well Ennis is doing in comparison to other communities may be determined by evaluating its productivity in terms of incomes created and distributed. Some communities are essentially concerned with manufacturing, others trade and services, still others are dependent upon governmental, financial, and in some instances, upon agricultural or recreational activities. Communities not only depend on inter-action among neighboring cities but also upon the natural resources of the region in which they are located, their geographic location in relationship to the markets for goods and services that they are able to produce. In a sense, the characteristics of the region influence the economic characteristics of the community.

The basic objective in studying the economy, therefore, is to learn the community's limitations and advantages. Once limitations and advantages are determined, limitations may often be turned into advantages, and advantages more utilized to their maximum capacity.

Analysis and determination of a community's possible economic future is not in itself sufficient. Those elements that make up the economy, such as industry, commerce, tourism, and agriculture, must be related to land requirements. The purpose of the Comprehensive Plan is to guide the physical development of the community. In order to do this, land needs for specific land uses must be determined in advance. A strong economy attracts people. People require housing and community facilities. Future economic expectations are used to approximate future population growth.

Because the local community is largely dependent upon the geographic region in which it is located, part of this analysis will be reviewed from a regional concept. The second approach will be to evaluate local conditions. The regional approach considers the economic position of subsequently smaller geographic areas in relationship to each other and to the whole region. For purposes of the report, the economic analysis will include the following geographic and political units - The State of Montana, Madison County, and the Ennis City-County Planning Area. For comparative purposes, seven economic indices are used:

1. Retail Sales Trends
2. Wholesale Sales Trends
3. Service Receipts Trends
4. Manufacturing Value Added
5. Effective Purchasing Power
6. Agricultural Productivity
7. Employment

ECONOMIC TRENDS

Retail Trade

Retail sales in the State of Montana have increased substantially during a ten year period, indicating an increase of almost 300 million dollars. The greatest increase in retail sales took place between 1963 and 1967. The total percentage increase between 1958 and 1967 was 31.8 percent. This increase is surprising in considering a decline during the same period of time of 807 retail establishments in the State. Employment between 1958 and 1967 within the State increased by 195 or 0.6 of a percent while sales per firm increased by 46.0 percent. Purchases per resident increased by approximately $230.00 during the four year period from 1963 to 1967, or 16.3 percent.

Madison County retail sales have not shared in the State's relative increase in the sale of retail products, although, County retail sales increased by 6.2 percent from 1958 to 1963. Sales took a considerable decline from 1967-70, amounting to an overall decline of 7.1 percent. The number of retail establishments in the County again was not consistent with State trends. Number of establishments between 1958 and 1963 declined by 16 in the County but increased by 8 from 1963-67. The overall decrease amounted to a 1 percentage point difference between decline in number of establishments in the State and Madison County. Consistent with a decline in overall establishments has been a decline in County retail employment. Retail employment dropped by 61 employees during the nine year period. Purchases per resident indicated an 11 percent decrease from 1963 to 1967.

Planning Area retail sales information was developed utilizing existing land use information relative to the number of establishments and multiplying sales per firm by number of establishments.

In utilizing Planning Areas estimates, retail sales reflect some of the same basic trends that were described for Madison County. Retail sales, however, show an overall increase between 1958 and 1967 or 8.5 percent; and number of establishments also indicate an overall increase of 6.5 percent unlike the County. Employment in retail establishments indicated a rise between 1958 and 1963 with a decline of 18 employees by 1967. Sales per firm point out a substantial rise during the period from 1958-63 with almost a same amount of decline. Overall percent change in firm sales imply an increase of almost 2 percent. Purchases per resident not accounting for inflation remained about the same for the nine year period.

Due to the fact that the number of establishments were known for the Planning Area in 1970, an attempt was made to estimate the retail information. The figures were based on conditions remaining the same, with the exception of an annual increase of 5 percent to reflect inflationary trends. If all conditions hold true, the 1970 retail sales and purchases per resident should amount to slightly higher than the 1963 estimated retail conditions.

TABLE 14

RETAIL TRADE

					Percent Change		
State of Montana	1958	1963	1967	1970	1958-63	1963-67	1958-67
Establishments	8,261	7,797	7,454		-5.6	-4.4	-9.8
Sales (1,000's)	$862,577	$965,734	$1,136,643		12.0	17.7	31.8
Employment	33,138	31,493	33,333		-5.0	5.8	.6
Sales Per Firm	$104,416	$123,860	$152,488		18.6	23.1	46.0
Purchases Per Resident		$1,419.04	$1,650.94			16.3	
Madison County							
Establishments	91	75	83		-17.6	10.7	-8.8
Sales (1,000's)	$4,190	$4,448	$3,894		6.2	-12.5	-7.1
Employment	175	114			-6.3	-30.5	-34.9
Sales Per Firm	$46,044	$59,307	$46,916		28.8	-20.9	1.9
Purchases Per Resident	$780.84*	$863.52	$767.44		10.6	-11.2	-1.7
Planning Area*							
Establishments	31	29	33	37	-9.7	13.8	6.5
Sales (1,000's)	$1,427	$1,720	$1,584	$1,889	20.5	-9.9	8.5
Employment	59	64	46	67	8.5	-28.1	-22.0
Sales Per Firm	$46,044	$59,307	$46,916	$51,066	28.8	-20.9	1.9
Purchases Per Resident	$1,307	$1,506	$1,308	$1,558	15.2	-13.1	.1

SOURCE: U.S. Census of Business 1967, 1963, 1958

*Estimated by CTA - Staff

Implications

1. The State of Montana is reflecting trends occurring throughout the United States. Retail establishments are becoming larger, sales volumes are increasing, employee efficiency is increasing at the expense of employment numbers and small retail establishments.

2. Madison County retail sales, establishments and employment have been decreasing due to the changing buying habits of county residents and the impact of larger retail outlets located outside of Madison County on marginal retail operations within the county. A majority of the retail establishments located within the county are of a "convenience goods" type shopping. With the convenience of better highway travel, residents requiring certain services and goods travel to Bozeman or Butte for specialty items, and as a result do much of their convenience shopping there also.

3. The Planning Area retail establishment numbers are becoming a larger proportion of total county retail establishments. The Planning Area, because of its geographic location, retains more local retail customers. An additional advantage to the Planning Area is the added amount of retail business made available as the result of tourism and hunting.

TABLE 15

COUNTY RETAIL SALES, ESTIMATE, POTENTIAL & DIFFERENCE 1967

MADISON COUNTY

	State Consumption Function	Retail Sales Estimate ($1,000,000)	Retail Sales Potential ($1,000,000)	Percentage	Difference ($1,000,000)
Total Sales	.5863	3.9	7.9	49.4	-4.0
Bldg. - Hardware, Farm Equipment	.0662	.4	.9	44.4	-.5
General Merch.	.0541	(D)	.7		
Food	.1277	.4	1.7	23.5	-1.3
Auto	.1189	(D)	1.6		
Gasoline Service	.0524	.7	.7	100.0	0
Apparel	.0244	(D)	.3		
Furniture	.0220	-	.3		
Eating & Drinking	.0494	.8	.7	114.3	+.1
Drug	.0231	.3	.3	100.0	0
Misc.	.0411	.4	.6	66.7	-.2

SOURCE: U.S. Census of Business 1967
State Department of Planning and Economic Development

Wholesale Trade

State of Montana wholesale sales, as with retail sales, have shown a remarkable gain of over 318 million dollars, representing an increase of 41.8 percent between 1958 and 1967. The total number of wholesale outlets dropped during the same time period by 6 percent. Employment in State wholesale concerns increased during the 1963-1967 period by 8.3 percent. Wholesale firms experienced an average gain from 1958 to 1967 of almost $242,000 per firm.

Wholesale sales within Madison County indicated an overall loss of 100 thousand dollars or 8.7 percent during the 1958-67 period. Losses are also indicated in the number of wholesale establishments and employment. The net result has been an increase in volume of sales for 1967 establishments. Sales per wholesale firm increased by 52.2 percent, which amounts to a larger gain than that experienced by State firms as a whole.

Planning Area wholesale information was not available and, therefore, estimates were made in order to better understand its relative position to Madison County and the State of Montana. Wholesale estimates were developed in much the same manner as retail sales in the retail trade section of the report.

Sales of Planning Area wholesale firms indicate a slight decrease during the 1958-63 period with a tremendous gain of 69.5 percent for the 1963-67 period. An overall increase of 52.2 percent is indicated. Total wholesale establishments and employment did not change over the study period.

Implications

1. State of Montana total establishments increased substantially in wholesale sales and sales per firm with a slight increase in employment. Total number of wholesale establishments decreased in number.

   Again, the trend appears to be toward larger, more economical wholesale firms concentrated in Montana urban centers.

2. Madison County did not experience the total wholesale gains that occurred to Montana as a whole. County wholesale establishments declined in number with a corresponding loss in employment. Sales per Madison County wholesale establishment increased at a higher rate than the State average at the expense of fewer wholesale firms.

3. Planning Area wholesale establishments consist mainly of petroleum bulk stations which are necessary to provide petroleum products to local ranches, homes, and filling stations. Because of the low population numbers within the Planning Area, there are not sufficient volumes to substantiate other types of wholesale establishments. People and businesses requiring wholesale supplies would continue to be served from Billings, Bozeman, Butte, and Helena firms.

TABLE 16

WHOLESALE TRENDS

					Percent Change		
State of Montana	1958	1963	1967	1970	1958-63	1963-67	1958-67
Establishments	1,606	1,590	1,509		-1.0	-5.1	-6.0
Sales (1,000's)	$762,943	$844,249	$1,081,494		10.7	28.1	41.8
Sales Per Firm	$475,058	$530,974	$ 716,696		11.8	35.0	50.9
Madison County							
Establishments	10	9	6		-10.0	-33.3	-40.0
Sales (1,000's)	$1,410	$1,175	$1,288		-16.7	9.6	-8.7
Sales Per Firm	$141,000	$130,556	$214,667		-7.4	64.4	52.2
Planning Area							
Establishments	3	3	3	3	0.0	0.0	0.0
Sales (1,000's)	$423	$393	$644	$676	-7.4	69.5	52.2
Sales Per Firm	$141,000	$120,556	$214,667	$225,400	-7.4	64.4	52.2

SOURCE: U.S. Census of Business 1958, 1963, 1967
Estimated by CTA - Staff

Selected Services

Receipts for Montana services increased steadily during the 1958 to 1967 period with greatest sales of services, 22.5 percent, taking place between 1958 and 1963. Total State service establishments indicated a drop in the number of establishments from 1965-1967 with an overall increase during the nine year period of a moderate 2 percent. Receipts per firm indicate a consistent steady increase throughout the entire study period with an average annual increase of 4.1 percent.

Madison County receipts for services increased dramatically during the first half of the study period with a 63.1 percent upward trend. The last half of the period indicated a slight 2.6 percent drop. Total establishments for the County increased by one establishment with an overall receipt increase of 56.3 percent per establishment. Even with this County increase in average receipts per firm, the State average remained better than twice the County average. The overall increase in receipts per firm indicates a faster growth rate of service industry receipts than that experienced by service establishments for the State.

Estimated number of service establishments within the Planning Area during the study period remained about the same, however, the land use inventory indicated an increase of seven establishments by 1970. Service receipts increased by 56.3 percent with a similar percentage increase of receipts per firm.

Implications

1. The service industry as a whole has increased substantially for the State of Montana.
2. Montana residents are following national trends in requiring more services as the economy becomes more specialized.
3. Tourism within the State has been increasing, providing considerable impact on the service industries.
4. Madison County and the Planning Area are increasing their share of the tourism industry.
5. Planning Area service establishments are becoming a greater share of total County service establishments.

TABLE 17

SELECTED SERVICES

					Percent Change		
State of Montana	1958	1963	1967	1970	1958-63	1963-67	1958-67
Establishments	4,119	4,365	4,204		6.0	-3.7	2.1
Receipts (1,000's)	$81,958	$100,358	$111,320		22.5	.9	35.8
Receipts Per Firm	$19,898	$22,992	$26,480		15.5	15.1	33.1
Madison County							
Establishments	59	58	60		-1.7	3.4	+1.7
Receipts	$480,000	$783,000	$763,000		63.1	-2.6	59.0
Receipts Per Firm	$8,136	$13,500	$12,717		65.9	-5.8	56.3
Planning Area							
Establishments	25	24	25	32	-4.0	4.2	0.0
Receipts	$203,400	$324,000	$317,925	$427,296	59.3	-1.9	56.3
Receipts Per Firm	$8,136	$13,500	$12,717	$13,353	65.9	-5.8	56.3

SOURCE: U.S. Census of Business 1958, 1963, 1967

Estimated by CTA - Staff

Manufacturing

Firms involved in manufacturing for the State have increased the value added to manufactured products by 63.1 percent during the 1958 to 1967 period. In reviewing these figures, it can be seen that not only is the increase substantial, but the rate of increase is also rising. Of the two types of manufacturing firms located in Madison County, the lumber and wood products industry has had substantial increases in the value added to wood products. Printing and publishing, although not increasing as fast, indicates an overall increase of 2 million dollars or 17 percent.

In total, Madison County retains few of the State's manufacturing firms. In 1958 only three firms were located within County boundaries. This count dropped to two establishments by 1963. Because of disclosure rules, value added to Madison manufacturing establishments was not available. Madison County retains 0.3 percent of the total State's lumber and wood products firms with an average value added per establishment of $256,500. Of the State's printing and publishing firms; the County retains 1.0 percent with a firm value added average of $164,000.

There are no manufacturing firms located within the Planning Area.

Implications

1. Madison County and the Planning Area do not share in the manufacturing industry of the State of Montana because of geographic location, topographic conditions and low transportation accessibility.

2. Lumber and wood products manufacturing indicate the largest potential for manufacturing within the County although data is not available to substantiate this conclusion. Large amounts of timber resources are available, and are, in most instances, managed by the National Forest Service. Present policies regarding timber cutting on National Forest Reserves are being considered. Involved in the decisions is the question of setting aside the Madison Range as a wilderness area. The U.S. Forest Service has designated forest service timber holdings in the Tobacco Root Mountain Range for potential commercial harvesting.

TABLE 18

MANUFACTURING

				Percent Change		
	1958	1963	1967	1958-63	1963-67	1958-67
State of Montana						
Number of Establishments	917	973	926	6.1	-4.8	1.0
Value Added Total (1000's)	$191,245	$236,200	$312,000	23.5	32.1	63.1
Lumber & Wood Products (1000's)	$47,549	$70,700	$85,500	48.7	20.9	79.8
Printing & Publishing (1000's)	$14,021	$12,100	$16,400	-13.7	35.5	17.0
Madison County						
Number of Establishments	3	2	2	-33.3	0	-33.3
Value Added Total (1000's)	N/A	N/A	N/A	N/A	N/A	N/A
Lumber & Wood Products	N/A	N/A	N/A ($256,500)	N/A	N/A	N/A
Printing & Publishing	N/A	N/A	N/A ($164,000)	N/A	N/A	N/A
Planning Area						
Number of Establishments	0	0	0	0	0	0
Value Added Total (1000's)	0	0	0	0	0	0
Lumber & Wood Products	0	0	0	0	0	0
Printing & Publishing	0	0	0	0	0	0

SOURCE: U. S. Census of Manufacturing

Agriculture

Number of Farms

The number of farms in the State of Montana decreased by 10,500 between 1950 and 1969, while farms in Madison County decreased by 194. The percentage change during the total period for the State amounted to 28.2 percent with Madison County's percent decrease amounting to 30.8 percent. This would indicate that the reduction in the number of total operating farms is taking place faster within Madison County than within the State of Montana as a whole. From all indications, there are 91 farms and ranches located within the Planning Area and the trend toward fewer operating farm units is consistent with Madison County trends.

Farm Acreage

Although it was found that the number of farms decreased in the State of Montana, the amount of farm acreage has increased since 1954. Farm acreage for the State expanded 2.4 percent in the period from 1954 to 1969. Also increasing has been the average size of farms. During the fifteen year period the average size farm has increased by 35.6 percent.

Farm acreage for Madison County, unlike the State, has declined in total amounts. However, with the reduction in total acreage of land used for farming and ranching, the average size of farm unit has increased by 16.0 percent. The average size farming unit for Madison County is 189 acres larger than State average farm unit.

Land used for agricultural purposes within the Planning Area amounted to 239,000 acres. The average size farm and ranch unit is 2,626 acres. The large average size unit accounts for the large cattle ranches within Madison County and the Planning Area.

Implications

1. A reduction in the number of farms and an increase in the amount of acreage indicates that smaller farms are being consolidated into larger units. The economics of scale and modern farm production dictate that larger units be worked in preference to the traditional small farm.

2. Due to the types of soils and topography located in the Madison Valley, Madison County and the Planning Area will continue to have large ranching units. For the most part, extensive ranching rather than intensive farming will continue to predominate the Planning Area.

TABLE 19

NUMBER OF FARMS

					Percent Change		
	1950	1960	1969	1971	1950-60	1960-69	1950-69
State of Montana Farms	37,200	31,700	26,700	---	-14.8	-15.8	-28.2
Madison County Farms	(census) 630	502	436	---	-20.3	-13.1	-30.8
Planning Area Farms	---	---	---	91	---	---	---

FARM ACREAGE - IN THOUSANDS OF ACRES

						Percent Change			
	1954	1959	1964	1969	1971	1954-59	1959-64	1964-69	1954-69
State of Montana									
Farm Acreage (1000's)	61,469	64,081	65,834	62,918	---	4.2	2.7	-4.4	2.4
Average size farms	1,859	2,213	2,437	2,521	---	19.0	10.1	3.4	35.6
Madison County									
Farm Acreage (1000's)	1,192	1,206	1,125	1,049	---	1.2	-6.7	-6.8	-12.0
Average size farms	2,342	2,657	2,544	2,710	---	13.5	-4.3	6.5	15.7
*Planning Area									
Farm Acreage (1000's)	---	---	---	---	239				
Average Size Farm	---	---	---	---	2,626				

SOURCE: Census of Agriculture and Montana Agricultural Statistics

*Estimated by CTA - Staff

Farm Products

Overall value of farm products have grown at a considerable rate. A change of 42 percentage points was recorded for the State of Montana between 1955 and 1969. More dramatically, the value of livestock products during the same period of time rose 222 percent. The State value of crop products indicated a slight decrease between 1955 and 1960 but began to increase from 1960 to 1969.

Madison County more than shared in the State of Montana total value of farm products by increasing 242 percent. The largest amount of this increase is attributed to the value of livestock products which increased by 268 percent. Value of crops in the County make up a small percentage of total farm products.

Using a rough estimate of the ratio of Planning Area farm land to County farm land indicates that 21.2 percent of the farm land in the Madison County falls within the Planning Area. It is assumed that the Planning Area has shared in at least 21.2 percent of the total value of farm products of $2,842,559.00.

Implications

1. Agriculture plays a dominant role in Montana's economy.
2. The raising of livestock has provided the largest portion of farm products sold.
3. Madison County and the Planning Area raise predominantly livestock products, primarily cattle.
4. The cattle industry in Madison County and the Planning Area will continue to grow.

TABLE 20

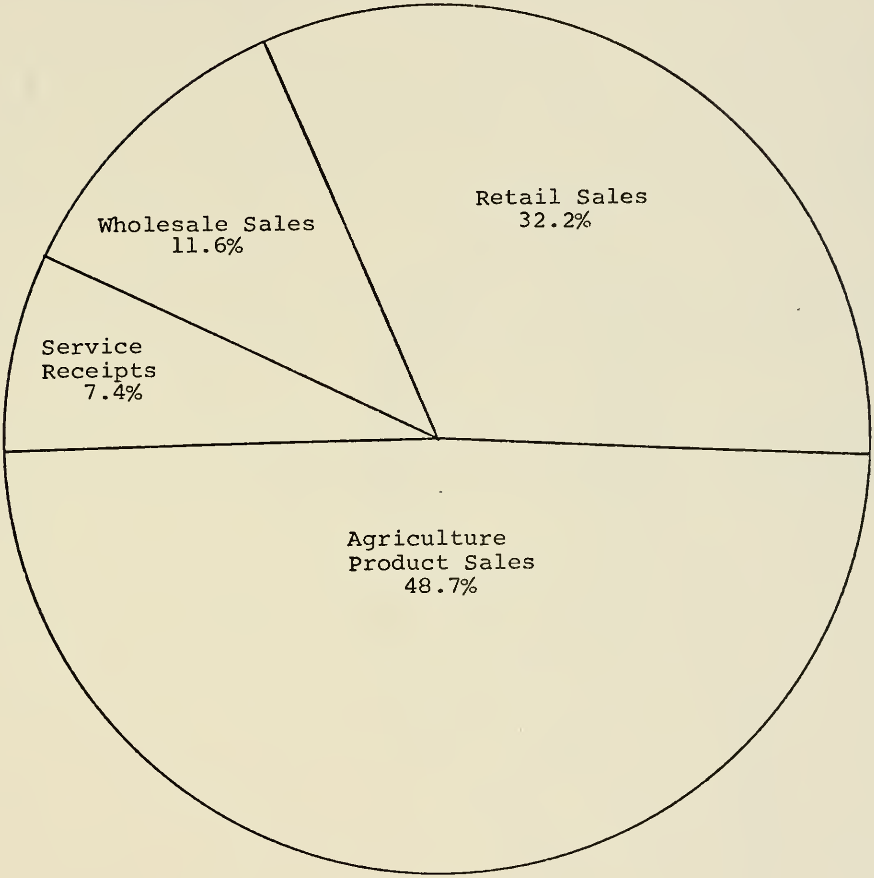
VALUE OF FARM PRODUCTS

	1955	1960	1965	1969	Percent Change 1955-60	1960-65	1965-69	1955-69
State of Montana								
Livestock (1000's)	$158,822	$227,094	$243,932	$352,740	43.0	7.4	44.6	222.1
Crops (1000's)	$216,621	$178,456	$177,135	$181,464	-17.6	-.7	2.4	-16.2
Total (1000's)	$375,453	$405,550	$421,067	$534,204	8.0	3.8	26.9	42.3
Madison County								
Livestock (1000's)	$4,529,300	$6,547,200	$6,862,200	$12,143,500	44.6	4.8	77.0	268.1
Crops (1000's)	$ 992,500	$ 971,400	$1,266,900	$ 1,264,800	2.1	30.4	- .2	27.4
Total (1000's)	$5,521,800	$7,518,600	$8,129,100	$13,408,300	36.2	8.1	64.9	242.8

SOURCE: U.S. Census of Agriculture

TABLE 21

ECONOMIC CONTRIBUTION OF SELECTED INDUSTRIES WITHIN THE ENNIS PLANNING AREA



Retail Sales	$1,889,000
Wholesale Sales	676,000
Service Receipts	427,276
Manufacturing Value Added	--- ---
Agricultural Product Sales	2,842,559
Total	$5,834,835

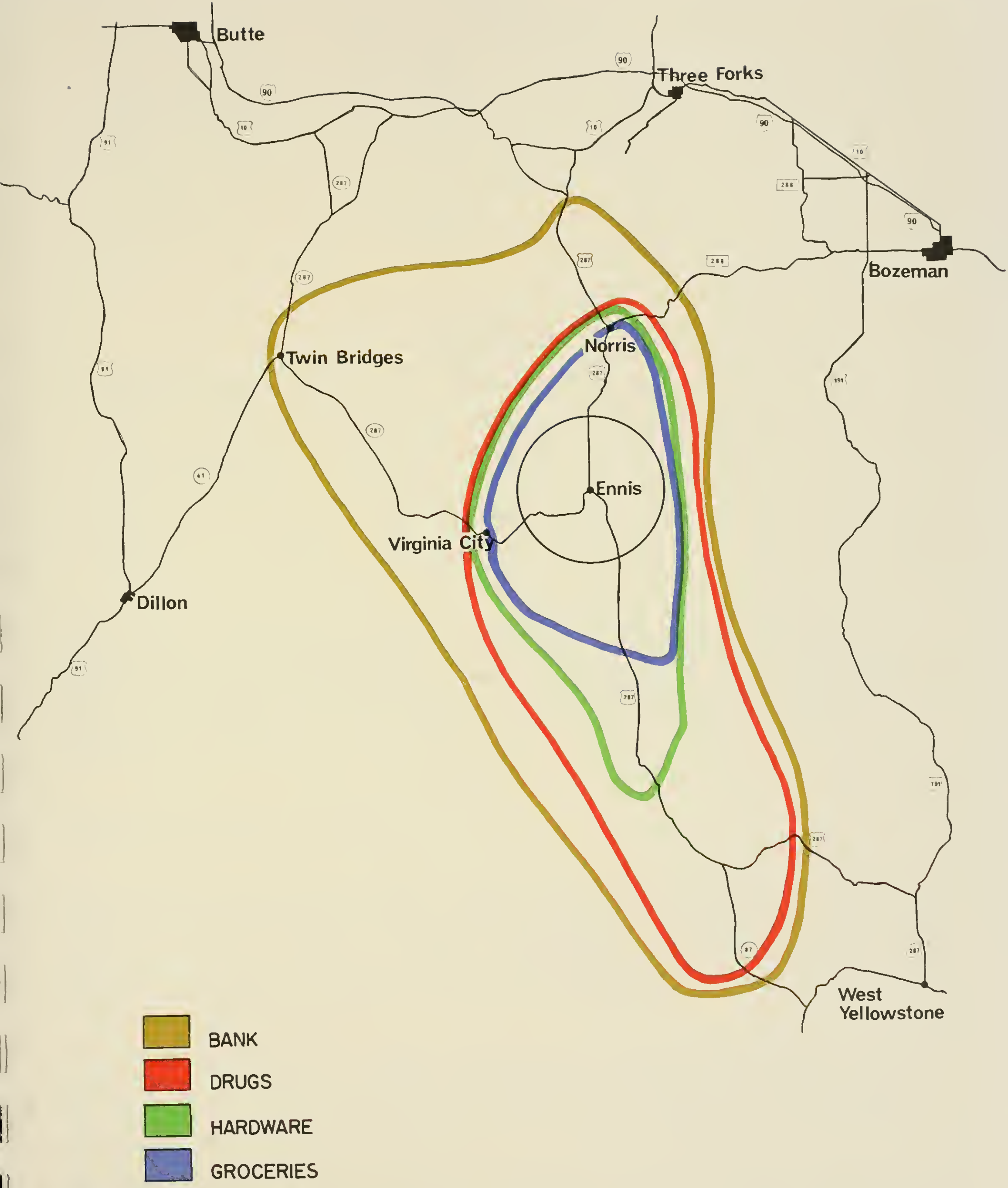
Ennis Trade Area

The Ennis trade area was determined through interviews with local merchants. Merchants assessed the attraction of their respective establishments to customers. The geographic area encompassing the major portion of these customers formed the trade area.

Retail trade can be divided into three general classes of retail activity. Convenience goods, which includes food, drugs, hardware and gasoline, are everyday items required by a household. Consumer goods include eating and drinking establishments and are retail goods which are normally consumed on the premises in which they are bought. Shoppers goods, which include general merchandise, apparel, furniture, appliances and automobiles are retail items which, because of their higher costs, require the purchaser to shop around.

For the most part the Ennis downtown area provides outlets for convenience and consumer goods. The customers requiring the more expensive shopper goods travel to a major shopping center such as Butte. The designated Ennis trade area would, therefore, be better described as a convenience and consumer goods trade area.

The Ennis trade area can be narratively described as including the Madison Valley with Norris to the north, Cliff Lake to the south and Virginia City to the west. The Madison Mountain Range forms the eastern trade area boundary.


Butte
Three Forks
Bozeman
Norris
Twin Bridges
Ennis
Virginia City
Dillon
West Yellowstone
90
10
287
91
41
288
289
191
87
BANK
DRUGS
HARDWARE
GROCERIES

Trade Areas

TABLE 22

TRADE AREA POPULATION

Madison Valley	1970	1960	Percent Change
Census Division	1,179	1,078	9.4
Virginia City	149	194	-23.2
Norris	17	20	-15.0
Total	1,345	1,292	4.1

HOUSEHOLDS

Madison Valley	1970
Census Division	406
Virginia City	63
Norris	6
Total	475

The Ennis trade area, slightly larger than the Planning Area in population numbers, includes 1345 persons. Population within the trade area has increased by 4.1 percent since 1960 with the larger part of this growth taking place within the Ennis Planning Area. There are 475 households located within the trade area with 2.83 persons per family.

Effective Purchasing Power

The effective purchasing power is basically disposable income and consists of wages, salaries, interest, dividends, federal, state and local taxes. Included in the purchasing power figure is (1) net cash income, plus (2) income in kind - payments in non-cash goods and services, such as food and housing and (3) imputed income--food consumed on the farm in which it was produced and imputed rent of owner-occupied housing.

The State of Montana's effective purchasing power (disposable income) has risen steadily since 1965 indicating an overall increase of 34 percent and an annual average increase of 6.8 percent. Disposable income per household for the State of Montana exhibited an increase of $2,388 per household during the same period of time.

Madison County disposable income expanded by 30.2 percent - slightly less than the gain experienced by the entire State of Montana.

Although total disposable income was comparable to the State, Madison County disposable income per household increased by less than $1,000 during the six-year period, or only 15.7 percent.

The effective purchasing power of the trade area and Planning Area were derived from Madison County disposable income per households figures. Estimates show the Planning Area retaining 23.2 percent and the trade area 26.4 percent of the total County disposable income.

TABLE 23

EFFECTIVE PURCHASING POWER

	1965	1966	1967	1968	1969	1970	Percent Change 1965-1970	Average % Change
State of Montana								
Effective Buying Income (1000's)	$1,525,836	$1,656,037	$1,728,343	$1,812,258	$1,876,799	$2,044,676	34.0	+6.8
per Household	$ 7,048	$ 7,621	$ 7,867	$ 8,130	$ 8,500	$ 9,036	33.9	+6.8
Madison County								
Effective Buying Income (1000's)	$ 9,910	$ 9,691	$ 10,302	$ 11,100	$ 12,741	$ 12,902	30.2	+6.0
per Households	$ 6,194	$ 6,461	$ 6,868	$ 6,938	$ 7,336	$ 7,168	15.7	+3.1
Trade Area								
Effective Buying Income (1000's)	---	---	---	---	---	$ 3,405		
per Household	---	---	---	---	---	$ 7,168		
Planning Area								
Effective Buying Income (1000's)	---	---	---	---	---	$ 2,996		
per Household	---	---	---	---	---	$ 7,168		

Employment and Projections

The previous analysis has established the Ennis City-County Planning Area's position in relation to Madison County and the State of Montana. Comparisons and contrasts of economic growth indices were made. In addition to determining the Planning Area's economic position to Madison County and the State of Montana is the very important indicator of strength, structure and growth of the local economy-employment. Not only is the present employment situation evaluated, but also attempts are made to determine as closely as available data permits, possible changes and potentials for the Planning Area economy. The evaluations resulting from these analytical processes serve as a basis for the comprehensive plan. Estimates of industrial, commercial and residential future land use needs are dependent upon the analysis of employment trends and their interrelationship with population estimates.

Civilian Labor Force and Employment

In order to better understand employment conditions and functions, a review is required of the Planning Area's relationship to Madison County and the State of Montana in terms of civilian labor force, employment and unemployment.

Civilian labor force is defined by the U.S. Census as those persons 16-64 years old who are either gainfully employed or actively seeking employment. It does not include members of the Armed Forces, inmates of institutions or students.

The State of Montana had an estimated civilian labor force of 282,100 persons in 1970 indicating a gain of 22 percent from 1950 to 1970. During the same period of time the population for the State of Montana increased by 17.5 percent.

This difference suggests that the civilian labor force is becoming a greater part of Montana's population or, in other words, with a given population number more people are working today than were ten and twenty years ago. Montana's high participation rate in the civilian labor force is consistent with national employment trends, in that, more persons per household are presently employed than ever before.

During the last decade, females have become a substantial part of the nation's labor force. Indications are that this female labor force will continue to increase in the future.

Between 1950 and 1970 the Madison County civilian labor force decreased in terms of size and number employed. During this time period the civilian labor force decreased by 9.7 percent and the number employed by 11.5 percent. Even with the decrease in the civilian labor force high unemployment rates still persist. Madison County's unemployment, however, is still below the State of Montana as a whole.

The estimated civilian labor force for the Ennis Planning Area is 551 or about 25 percent of the total County force. As with Madison County, the Planning Area has a large number of persons in its civilian work force in comparison to population. The present Planning Area work force consists of 45 percent of the total population with 42.6 percent employed.

TABLE 24

CIVILIAN LABOR FORCE

State of Montana, Madison County, Ennis Planning Area

	1950	1960	1970	Percent Change 1950-60	1960-70	1950-70
State of Montana						
Civilian Labor Force	230,143	248,073	282,100	+7.8	+13.7	+22.6
Unemployed	11,683	16,843	18,800	+43.8	+11.9	+60.9
Unemployment rate	5.1	6.8	6.7	1.7	-0.1	+1.6
Population P.R.*	591,024	674,767	694,409	14.2	+2.7	+17.5
Civilian work force P.R.*	38.9	36.8	40.6	-2.1	+3.8	+1.7
Employment P.R.*	36.9	34.3	37.9	-2.6	+3.6	+1.0
Madison County						
Civilian Labor Force	2,480	2,144	2,239	-13.5	+4.4	-9.7
Unemployed	99	72	140	-27.3	+94.4	+41.4
Unemployment Rate	4.0	3.4	6.3	-.6	+2.9	+2.3
Employment	2,381	2,074	2,099	-13.0	+1.3	-11.8
Population P.R.*	5,998	5,211	5,041	-13.1	-3.8	-16.4
Civilian work force P.R.*	41.3	41.1	44.7	-.2	+3.6	+3.4
Employment P.R.*	39.7	39.8	41.9	+.1	+2.1	+2.2
****Planning Area**						
Civilian Labor Force	---	---	551	---	---	---
Unemployed	---	---	34	---	---	---
Unemployment rate	---	---	6.2	---	---	---
Population P.R.*	---	---	1213	---	---	---
Civilian work force P.R.*	---	---	45.4	---	---	---
Employment P.R.*	---	---	42.6	---	---	---

SOURCE: Montana State Employment Service

**Estimated by CTA - Staff

*P.R. = Participation Rate

Major Occupation Group

A review of major occupation classes within Madison County and the Ennis Planning Area give some indication as to the present composition of the labor force and the possible identification of changing trends relative to occupation groups. The structure of occupation groups have a definite impact on population composition, income levels, buying habits and housing needs and preferences.

In 1950 over half the entire employment force could be catagorized into agricultural related occupations. The largest occupation group within Madison County included farmers and farm managers with the second largest occupation group consisting of farm laborers and farm foremen. By 1960 the farmers and farm manager occupation group had dropped by 3 percent as the result of the decline in the number of farming units. Farm laborers, however, increased slightly in their share of the employment force. Professional and technical, sales workers, craftsmen and service workers all experienced slight increases during the ten year period. Total employment continued to decline between 1960 and 1970. Largest increases were shown in the professional, technical and kindred workers; managers, officials and proprietors and service worker occupation groups. Largest decreases during the 1960-70 period were indicated in the farm laborer, farm manager, sales workers, and craftsman categories.

From review of past trends concerning agriculture, retail trade and service trade characteristics it can be inferred that agricultural related occupations will continue to decline as farm and ranch units become larger. Agricultural mechanization will also continue to have a declining impact on farm labor employment. As the recreation industry increases in Madison County the number of service occupation positions will increase. Sales occupations, although decreasing during the last decade, are anticipated to show slight increases in the near future as the Planning Area economy begins to gain momentum.

TABLE 25

MAJOR OCCUPATION GROUPS

	1950	Percent	1960	Percent	1970	Percent	Percent Differences 1950-60	Percent Differences 1960-70
Madison County								
Total Employed	2,381	100.0	2,072	100.0	1889	100.0		
Professional, technical & kindred workers	146	6.1	143	6.9	176	9.3	+.8	+2.4
Farmers and Farm Managers	653	27.4	514	24.8	436	23.1	-2.6	-1.7
Managers, officials, and proprietors	168	7.1	93	4.5	156	8.3	-2.6	+3.8
Clerical and kindred workers	96	4.1	92	4.4	98	5.2	+.3	+.8
Sales workers	60	2.5	87	4.2	45	2.4	+1.7	-1.8
Craftsman and Foreman & kindred workers	165	6.9	201	9.7	147	7.8	+2.8	-1.9
Operators and kindred workers	222	9.3	136	6.6	123	6.5	-2.7	-.1
Private household workers	42	1.8	48	2.3	29	1.5	+.5	-.8
Service workers, except private households	151	6.4	186	9.0	312	16.5	+2.6	+7.5
Farm laborers, unpaid family workers	127	5.3	---	---	---	---	-2.5	---
Farm laborers, excluding unpaid and farm foreman	464	19.5	416	20.1	305	16.1	+.6	-4.0
Laborers, except farm and mine	77	3.2	62	3.0	62	3.3	-.2	+.3
Occupations not reported	10	.4	94	4.5			.5	---
*Ennis Planning Area								
Total Employed	---	---	---	---	517	100.0	---	---
Professional, technical & kindred workers	---	---	---	----	48	9.3	---	---
Farmers & Farm Managers	---	---	---	---	120	23.1	---	---
Managers, officials and proprietors	---	---	---	---	43	8.3	---	---
Clerical and kindred workers	---	---	---	---	27	5.2	---	---
Sales workers	---	---	---	---	12	2.4	---	---
Craftsman, Foreman & kindred workers	---	---	---	---	40	7.8	---	---
Operators and kindred workers	---	---	---	---	34	6.5	---	---
Private household workers	---	----	---	---	8	1.5	---	---
Service workers, except private households	----	---	---	---	85	16.5	---	---
Farm laborers and farm foreman	---	---	---	---	83	16.1	---	---
Laborers, except farm and mine	---	---	---	---	17	3.3	---	---

SOURCE: U.S. Census of Population 1950, 1960, 1970

*Estimated by CTA -- Staff

Major Occupation Group By Sex

The study of the sex composition of occupation groups is important to the understanding of male-female characteristics within the labor force. These male-female occupational relationships have a direct reflection on family characteristics, housing demands, population in-migration, and land use requirements.

During the period from 1950 to 1960 female employment increased by 5 percent in Madison County. The 1950 occupational positions held by the most females included professional, clerical, service and farm workers. By 1960 a moderate increase was shown for women again in the professional occupational group with the largest increase, almost 3 percent, shown in the service worker category.

Largest increases for males occurred in sales workers and craftsman occupations during the 1950-60 period. The agricultural, manager, and operator occupations indicated significant male position declines.

Female occupational positions increased by 9.7 percent between 1960 and 1970 in Madison County. Although consistent increases were shown in almost all occupational categories, the largest gain was experienced in the service worker category as occurred in the preceeding decade.

Farm laborers experienced the greatest decline for males during the 1960-70 period. Slight increases were indicated for male positions in professional and manager categories.

Madison County women are significantly becoming a greater part of the total labor force. Their numbers represent more than 30 percent of the total number of persons employed. Female contribution has been greatest in the service and clerical occupations.

Male positions have been increasing in the professional and manager occupations at the expense of agricultural jobs. From all indications these trends will continue.

TABLE 26

MAJOR OCCUPATION GROUP BY SEX

Madison County	Percent Composition						Percent Change			
	1950		1960		1970		1950-60		1960-70	
	M	F	M	F	M	F	M	F	M	F
Total employed	81.2	18.8	76.1	23.9	66.4	33.6	-6.1	+6.1	-9.7	+9.7
Professional, technical & kindred workers	3.7	2.5	4.1	2.8	5.8	3.5	+.4	+.3	+1.7	+.7
Farmers & Farm Managers	26.3	1.1	23.3	1.5	20.5	2.5	-3.0	+.4	-2.8	+1.0
Managers, officials, and Proprietors	5.5	1.6	3.2	1.4	5.8	2.5	-2.3	-.2	+2.6	+1.1
Clerical and kindred workers	1.0	3.1	1.6	2.8	.9	4.3	+.6	-.3	-.7	+1.5
Sales workers	1.3	1.3	2.6	1.6	.3	2.1	+1.3	+.3	-2.3	+.5
Craftsman, Foreman & kindred workers	6.8	.1	9.3	.4	7.8	---	+2.5	+.3	-1.5	-.4
Operators & kindred workers	8.6	.6	5.2	1.4	6.0	.5	-3.4	+.8	+.8	-.9
Private household workers	.1	1.7	.2	2.1	.0	1.5	+.1	+.4	-.2	-.6
Service workers, except private households	2.9	3.4	2.9	6.0	3.9	12.6	0.0	+2.6	+1.0	+6.6
Farm laborers, unpaid family workers	2.2	3.1	---	---	---	----	-2.2	-3.1	----	----
Farm laborers, except unpaid and farm foreman	19.4	.1	18.1	1.9	13.1	3.1	-1.3	+1.8	-5.0	+1.2
Laborers, except farm & mine	3.2	.0	3.0	---	2.3	1.0	-.2	.0	-.7	+1.0
Occupation not reported	.2	.2	2.6	2.0	---	---	+2.4	+1.8	---	----

SOURCE: U.S. Census of Population 1950, 1960, 1970

Employment Distribution and Change

The number of employed persons for the State of Montana has increased during the period from 1950 by 26,428 persons. A most significant decrease can be seen during the twenty-year period in agriculture which amounted to 2 percent per year. Agricultural employment composed of 24.8 percent of the total employed work force in 1950 dropped to only 13.3 percent by 1970.

Mining also indicated a substantial decrease in employment since 1950 with a loss of 36.8 percent of its total work force.

Industries showing a marked increase in employment include Manufacturing, Wholesale and Retail trade, Services and Finance and Government.

Government employment since 1950 has indicated an increase of 91.0 percent in employment and a 6.0 percent gain in composition of the total State employment force.

Madison County has declined in total employment from 1950 to 1970 by 492 persons. Although Madison County has lost 36.5 percent of its agricultural employment during the twenty-year period the rate of decrease has not been as great as that experienced by the State of Montana. Agriculture continues to be a major employer in Madison County. Forestry and Fisheries industry, although not great in number, continues to show promise of more employment opportunities. County employment in mining, manufacturing, transportation and public utilities all experienced declines during the twenty-year period. Following State of Montana trends wholesale and retail trade, services and finance, and government indicated increases in employment and percent of the total employment force.

The largest industry within the Planning Area, as with the County, is agriculture, making up 40 percent of the total number of persons employed. The second and third largest employers are wholesale and retail trade and services and finance, respectively. Government retains fourth position, with almost 12 percent of the total persons employed.

Basic trends common to the State of Montana, Madison County and the Planning Area are as follows:

(1) Agriculture is decreasing in importance as a source of employment.

(2) Recreation and tourism are becoming more important as an industry to Montana and is indicated to a certain extent in wholesale and retail trade and service employment.

(3) Montana people are following national trends in their demand for more services both on the private and governmental levels.

TABLE 27

EMPLOYMENT DISTRIBUTION AND CHANGE

State of Montana, Madison County, Ennis Planning Area

							Percent Change		
State of Montana	1950	Percent	1960	Percent	1970	Percent	1950-60	1960-70	1950-70
Total Employed	218,180	100.0	231,270	100.0	244,608	100.0	+6.0	+5.8	+12.1
Agriculture, Forestry & Fisheries	54,913	25.2	40,344	17.6	32,726	13.3	-25.6	-19.9	-40.4
Mining	9,301	4.3	6,782	3.0	5,877	2.4	-27.1	-13.3	-36.8
Construction	14,772	6.8	14,911	6.4	15,674	6.4	+.9	+5.1	+6.1
Manufacturing	18,681	8.5	23,439	10.1	23,626	9.6	+25.5	+0.8	+26.5
Transportation & Public Utilities	22,765	10.4	21,013	9.2	19,458	8.0	-7.7	-7.4	-14.5
Wholesale & Retail Trade	41,414	19.0	47,094	20.4	54,525	22.3	+13.7	+15.8	+31.7
Services & Finance	34,496	15.8	47,020	20.3	57,859	23.7	+36.5	+23.1	+67.7
Government	18,254	8.4	25,056	10.8	34,863	14.3	+37.3	+39.1	+91.0
Other	3,634	1.6	5,111	2.2	—	----	+40.6	-----	-----
Madison County									
Total Employed	2,381	100.0	2,072	100.0	1,889	100.0	-13.0	-8.8	-20.7
Agriculture, Forestry & Fisheries	1,277	53.6	1,002	48.4	811	42.9	-21.5	-19.1	-36.5
Mining	134	5.6	84	4.1	67	3.5	-37.3	-20.2	-50.0
Construction	143	6.1	75	3.6	142	7.5	-47.6	+216.0	0.0
Manufacturing	63	3.6	15	.7	33	1.7	-76.2	+280.0	-47.6
Transportation & Public Utilities	104	4.4	69	3.3	38	2.0	-33.7	-44.9	-63.5
Wholesale & Retail Trade	244	10.2	256	12.4	259	13.7	-4.9	+1.6	+6.1
Services & Finance	253	10.6	305	14.7	360	19.2	+20.6	+18.0	+42.3
Government	146	6.2	202	9.7	179	9.5	+38.4	-11.4	+22.6
Other	17	.7	64	3.1	---	----	-----	-----	-----
*Ennis Planning Area									
Total Employed	---	----	----	---	517	100.0	-----	-----	-----
Agriculture, Forestry & Fisheries	---	----	----	---	209	40.4			
Mining	---	----	----	---	2	.4	-----	-----	-----
Construction	---	-----	----	---	15	2.9	-----	-----	-----
Manufacturing	---	----	----	---	0	0	-----	-----	-----
Transportation & Public Utilities	---	----	----	---	21	4.1	-----	-----	-----
Wholesale & Retail Trade	---	----	----	---	111	21.5	-----	------	-----
Services & Finance	----	----	----	---	96	18.6	-----	-----	-----
Government	---	----	----	---	60	11.6	-----	-----	-----
Other	---	----	----	---	3	.5	-----	-----	-----

SOURCE: U.S. Census of Population 1950, 1960, 1970

*Estimated by CTA - Staff

TABLE 28

EMPLOYMENT PROJECTION

Madison County and Planning Area

	1970	Percent	1975	Percent	1980	Percent	1985	Percent	1990	Percent	1992	Percent
Madison County												
Population	5,014	----	5,062	----	5,120	----	5,189	----	5,270	----	5,305	----
Labor Force	2,003	39.9	2,035	40.2	2,074	40.5	2,117	40.8	2,166	41.1	2,186	41.2
Employment	1,889	37.7	1,924	38.0	1,961	38.3	2,003	38.6	2,050	38.9	2,069	39.0
Agriculture & Forestry	811	42.9	771	40.1	731	37.3	691	34.5	650	31.7	620	30.0
Mining	67	3.5	58	3.0	49	2.5	40	2.0	30	1.5	31	1.5
Construction	142	7.5	146	7.6	151	7.7	156	7.8	162	7.9	163	7.9
Manufacturing	33	1.7	35	1.8	37	1.9	40	2.0	43	2.1	46	2.2
Trans. & Utilities	38	2.0	40	2.1	43	2.2	46	2.3	49	2.4	52	2.5
Wholesale & Retail	259	13.7	283	14.7	308	15.7	335	16.7	363	17.7	377	18.2
Services & Finance	360	19.2	389	20.2	416	21.2	445	22.2	476	23.2	490	23.7
Government	179	9.5	202	10.5	226	11.5	250	12.5	277	13.5	290	14.0
TOTAL		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%
Planning Area												
Population	1,213	----	1,279	----	1,351	----	1,427	----	1,509	----	1,545	----
Labor Force	485	40.0	518	40.5	554	41.0	592	41.5	634	42.0	652	42.2
Employment	461	38.0	492	38.5	527	39.0	564	39.5	611	40.5	629	40.7
Agriculture & Forestry	186	40.4	189	38.5	194	36.8	198	35.1	204	33.4	205	32.6
Mining	2	.4	2	.4	2	.3	1	.2	1	.2	1	.2
Construction	13	2.9	21	4.2	24	4.6	25	4.4	29	4.7	28	4.4
Manufacturing	0	0	0	0	1	.1	1	.1	1	.1	1	.1
Trans. & Utilities	19	4.1	20	4.1	23	4.2	24	4.2	26	4.2	26	4.2
Wholesale & Retail	99	21.5	107	21.7	115	21.9	124	22.1	136	22.3	141	22.4
Services & Finance	86	18.6	94	19.1	105	20.0	123	21.9	140	23.0	151	24.0
Government	54	11.6	58	11.7	62	11.8	67	11.9	73	12.0	75	12.0
Other	2	.5	1	.3	1	.2	1	.1	1	.1	1	.1
TOTAL		100.0%		100.0%		100.0%		100.0%		100.0%		100.0%

PROJECTIONS: by CTA - Staff

LAND

Before developing a comprehensive plan it is necessary to have a thorough knowledge of how land is presently used. An inventory of what exists today is essential when attempting to determine a future course of action with the objective of achieving the best possible environment. The Ennis Planning Area has two choices in regard to its future development. It can allow land to develop in a haphazard manner, or guide its development in a way that will result in providing a convenient, economic and orderly pattern of interrelated land uses.

Delineation of Study Areas

The Ennis Planning Area has been divided in five planning districts for the purpose of obtaining relatively smaller areas that can be analyzed thoroughly and given more individual attention than could the Planning Area as a whole. Due to structural and dwelling unit concentration, Planning District Five was further divided into eight sub-planning districts in order to achieve a closer degree of analysis. The various study areas are indicated on Figures 8 and 9 .

Existing Land Use

The land use survey was completed in September 1971. The following statistical, analytical and graphic presentations are the result of this land use survey.

The present land use forms of the Planning Area and Ennis Community are illustrated on the Ennis Planning Area existing land use map, Figure 10 and Ennis Community existing land use map Figure 11 . Each map has been divided into various land use categories having graphic similarity. These categories are generally described as follows:

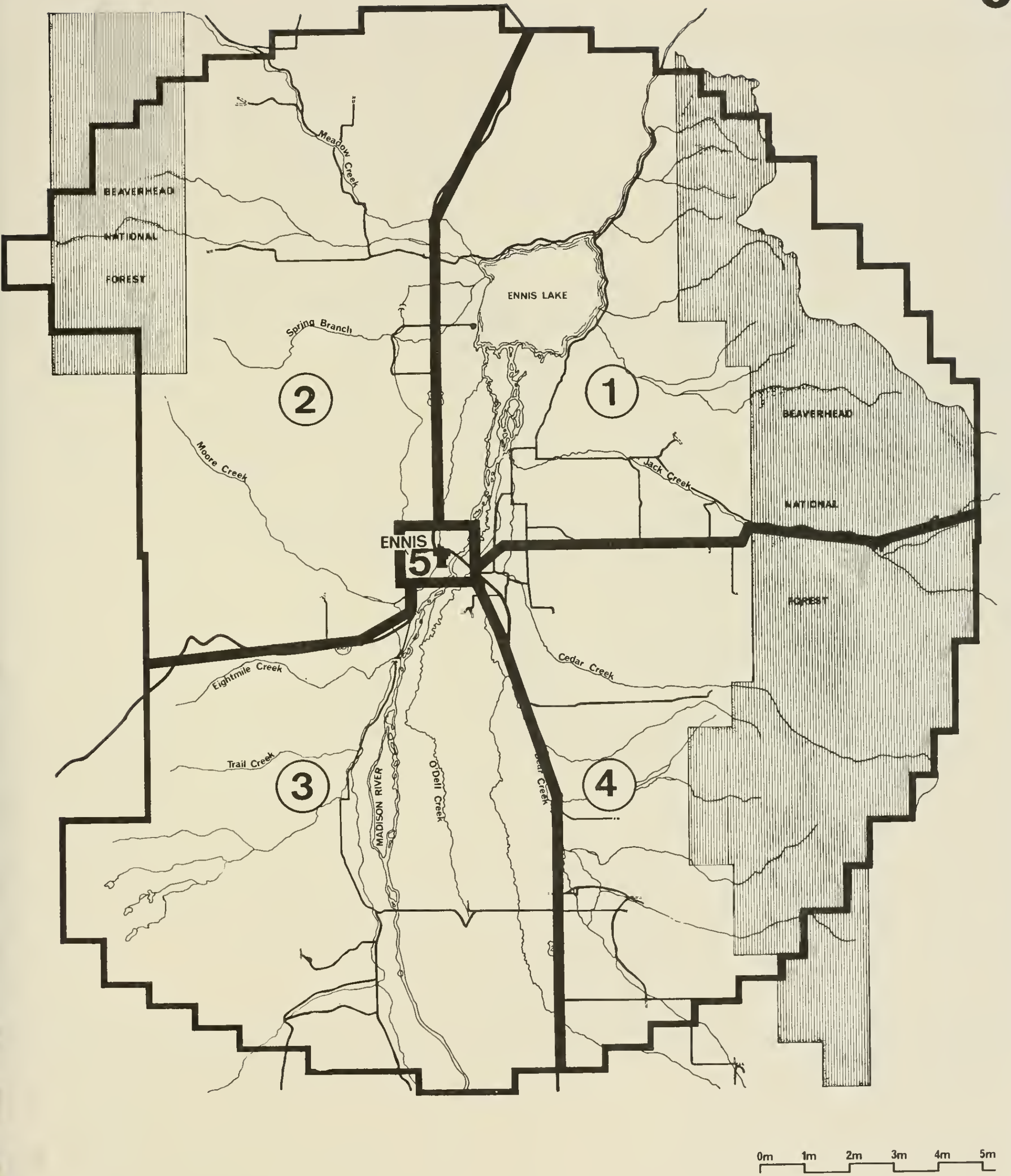
(1) Residential - A dwelling or series of dwelling units used for human habitation permanently or seasonally.

(2) Transient Lodging-This category includes units designed for overnight sleeping accommodations, as found in motels and hotels.

(3) Commercial - An establishment providing a service or offering for sale any commodity to a consumer for profit.

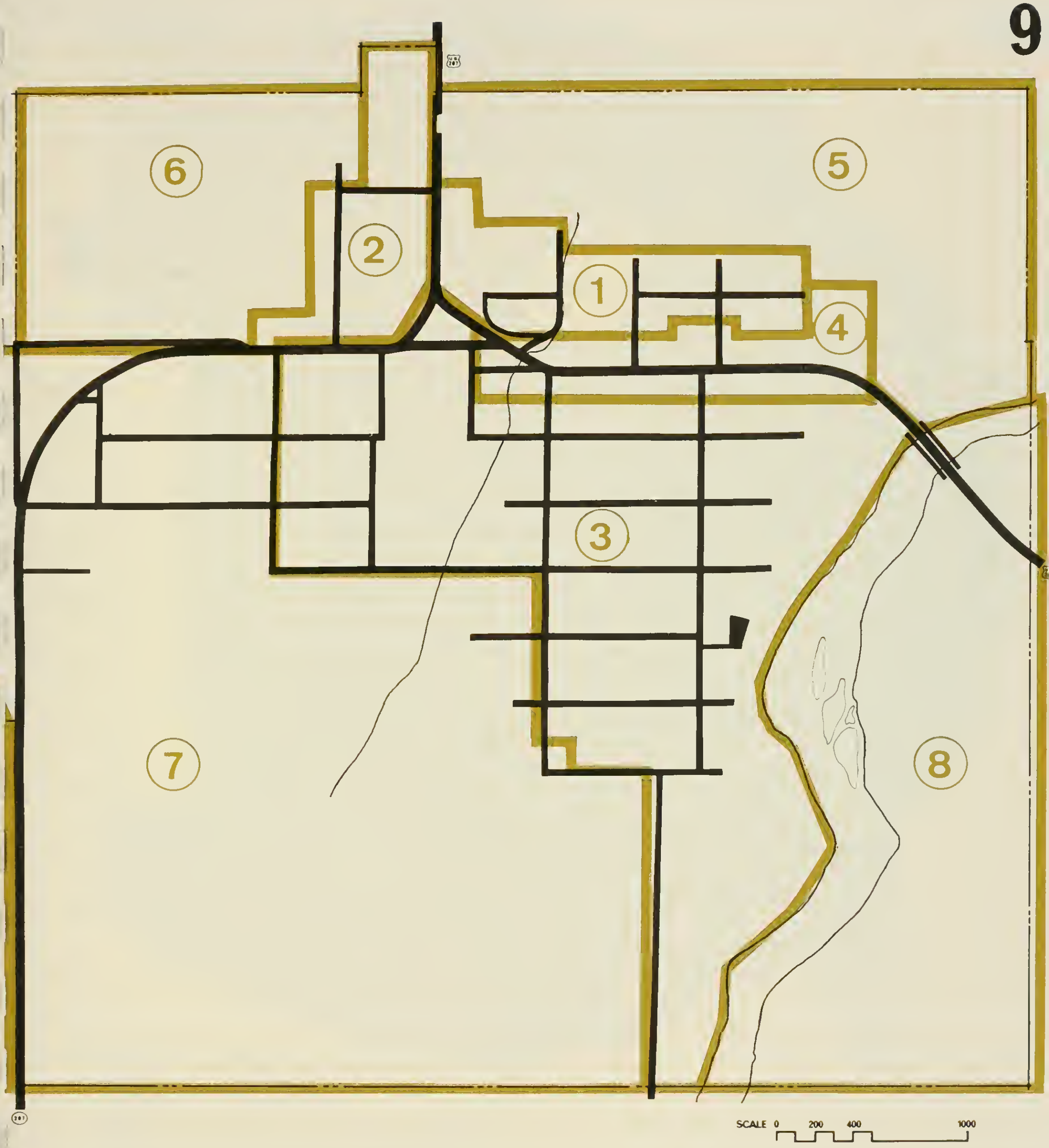
(4) Public - A use that is oriented toward serving the public at large such as schools, playgrounds, parks, hospitals etc.

8

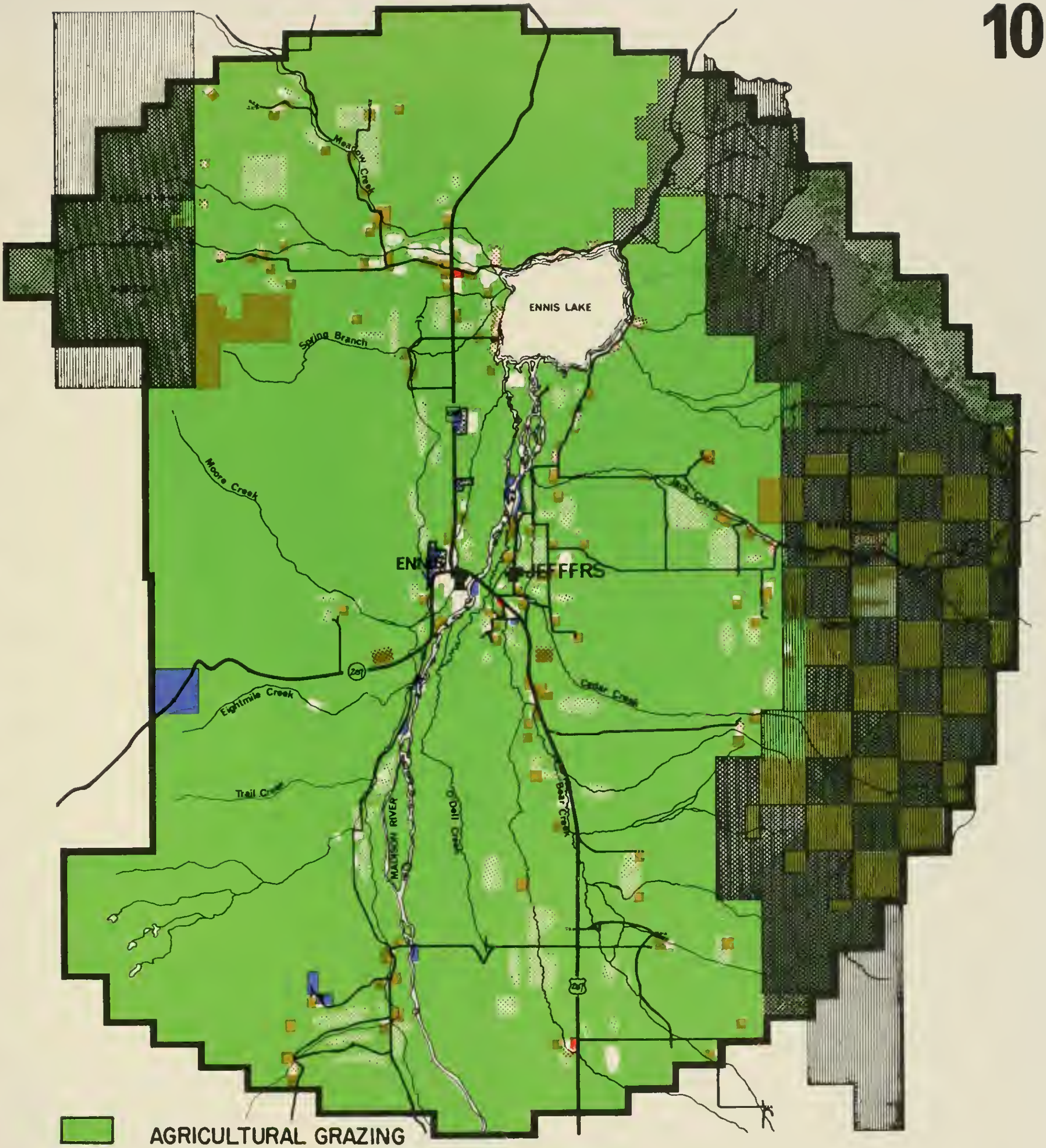


Planning Area

9

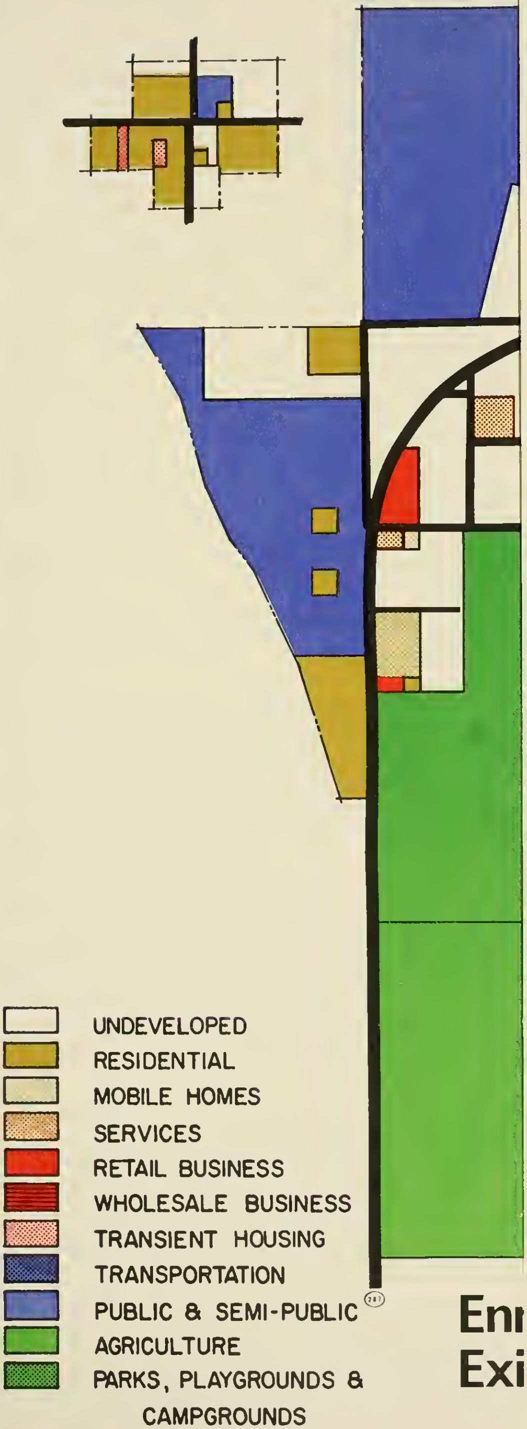


Planning Area

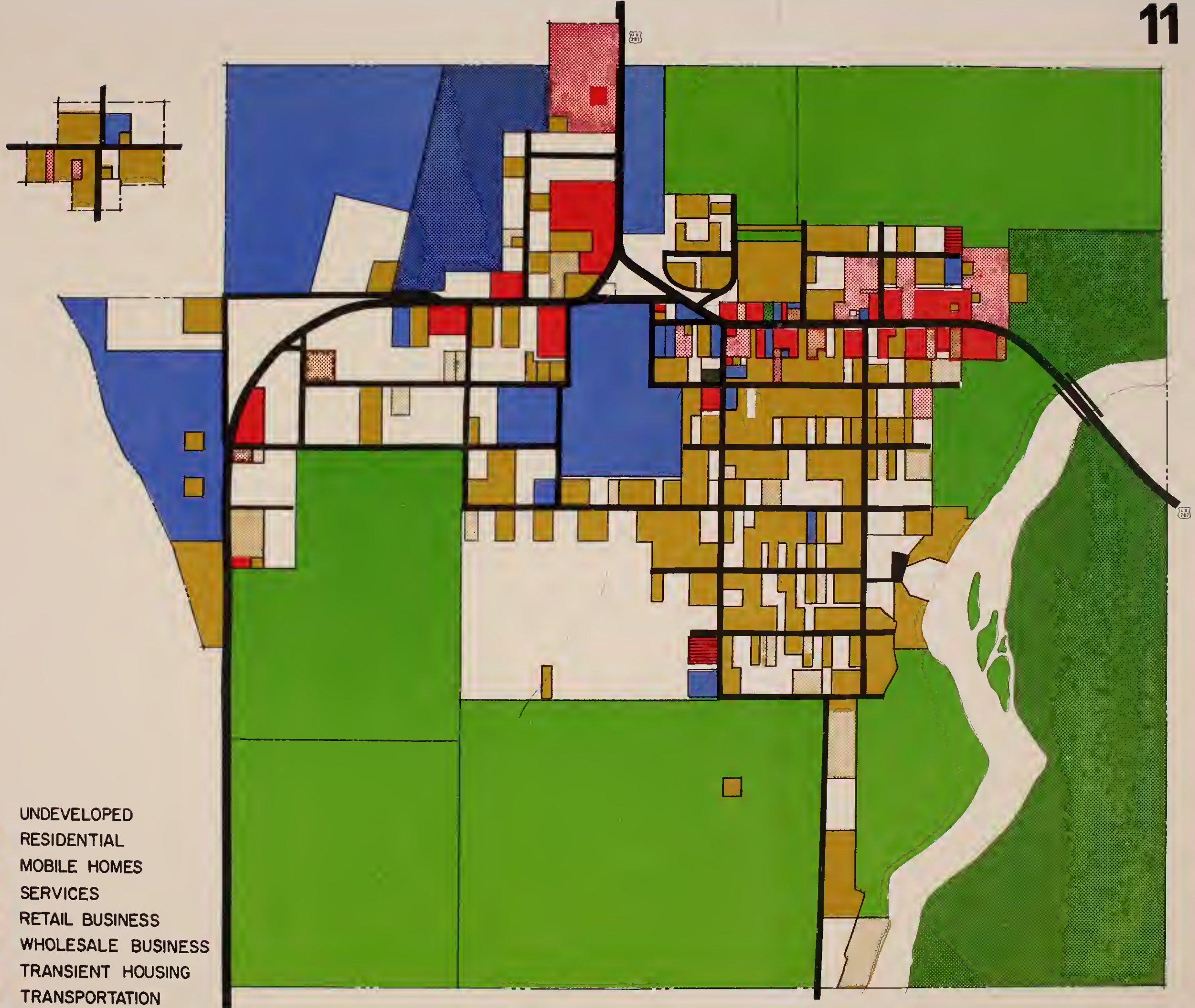


🟩 AGRICULTURAL GRAZING
▢ CROP LANDS
▩ FOREST RESERVES & PARKS
■ NON-RESERVE FORESTS
▨ TRANSIENT HOUSING
■ SINGLE FAMILY
🟦 PUBLIC
▩ UTILITY
🟫 MINING
🟥 BUSINESS

Planning and Existing Land Use


UNDEVELOPED
RESIDENTIAL
MOBILE HOMES
SERVICES
RETAIL BUSINESS
WHOLESALE BUSINESS
TRANSIENT HOUSING
TRANSPORTATION
PUBLIC & SEMI-PUBLIC
AGRICULTURE
PARKS, PLAYGROUNDS &
CAMPGROUNDS
287

En
Exi



Ennis Community Existing Land Use

- ☐ UNDEVELOPED
- 🟫 RESIDENTIAL
- ▨ MOBILE HOMES
- ▨ SERVICES
- 🟥 RETAIL BUSINESS
- ▤ WHOLESALE BUSINESS
- ▨ TRANSIENT HOUSING
- ▨ TRANSPORTATION
- 🟦 PUBLIC & SEMI-PUBLIC
- 🟩 AGRICULTURE
- ▨ PARKS, PLAYGROUNDS & CAMPGROUNDS

SCALE 0 200 400 1000

(5) Semi-Public - Those uses which serve only particular segments of the population, such as churches, cemetaries, and fraternal organizations.

(6) Industrial - Establishments which derive or create products.

(7) Transportation - Communication - Utilities - The use of land and structures needed for the provision of transportation, communication and utility services by public and private organizations.

(8) Highways - Streets - Alleys - Land used primarily for vehicular traffic and access to other land use types

(9) Vacant - Any land use for urban purposes but not including agriculture, forest lands, mining or water resources.

(10) Agriculture - Includes rangeland, hayland and cropland.

(11) Forests - Includes forest reserves, forest non-reserves and wildlife reserves.

(12) Mining - Involves all lands which are utilized for the extraction of minerals or gravel.

(13) Water Resources - Includes lakes, rivers, streams, and irrigation ditches.

An inventory summary of basic land use catagories that occurred within the Ennis Planning Area are presented in Table 29. The Planning Area contains 242,523.64 acres, with over 96 percent of its total land area in agriculture, forests and wildlife reserves. Total "developed" land utilized for structures, parks, communications, utilities and roads make up only one percent of the total land in the Planning Area.

Developed lands within the Ennis Planning Area consisted of 2,582.09 acres as shown in Table 30. The largest land use occurred in the highways, streets and alleys category with 43.0 percent of the total developed lands. The second largest land use category was public and quasi-public lands with 670.74 acres. Of the total residential acreage 16.12 percent or 416 acres were utilized by permanent residents. Another 173 acres of land were used by the seasonal population for cabins, mobile homes, camping and lodges.

A detailed inventory of each planning district is presented in Table 31 along with a further breakdown of Planning District Five into its eight sub-planning districts. These sub-planning districts enable land use information to be presented for the community of Ennis as it relates to the Ennis Downtown Corporate limits, and adjacent urbanizing area.

TABLE 29

PLANNING AREA 1971 LAND USE

	TOTAL AREA Acres	Percent of Total Area
Residential	416.35	.17
Seasonal	173.60	.07
Transient	23.33	.01
Commercial	21.69	.01
Public & Quasi-Public	670.74	.28
Industrial	.90	.00
Trans., Comm., Utilities	162.99	.07
Highways, Streets & Alleys	1,112.49	.46
Total Developed	2,582.09	1.06
Vacant	227.14	.09
Agriculture		
Rangeland	159,265.34	65.67
Hayland	12,874.30	5.31
Cropland	358.00	.15
Misc.	4.29	.00
Forests		
Reserve	45,886.05	18.92
Non Reserve	15,510.00	6.40
Wildlife		
Reserve	402.00	.17
Mining	195.39	.08
Water Resources	5,219.04	2.15
TOTAL PLANNING AREA	242,523.64	100.00

TABLE 30

PLANNING AREA 1971 LAND USE

DEVELOPED AREA

	Acres	Percent of Developed Land
Residential		
Single-Family	384.26	14.88
Mobile Homes	27.45	1.06
Two-Family	1.02	.04
Multi-Family	.24	.01
Group Quarters	1.00	.04
Mobile Home Courts	2.38	.09
Seasonal		
Cabins	62.72	2.43
Mobile Homes	2.21	.09
Camping Areas	89.10	3.45
Lodges	19.57	.76
Transient Lodging	23.33	.90
Commercial		
Retail	17.58	.68
Office & Services	3.27	.13
Wholesale	.84	.03
Public & Quasi-Public	670.74	25.98
Industrial		
Light	.90	.03
Heavy	---	---
Trans., Comm., Utilities	162.99	6.31
Highways, Streets & Alleys	1,112.49	43.09
Total Developed	2,582.09	100.00
Vacant	227.14	---
Agriculture		
Rangeland	159,265.34	---
Hayland	12,874.30	---
Cropland	358.00	---
Misc.	4.29	---
Forests		
Reserves	45,886.05	---
Non-Reserves	15,510.00	---
Wildlife Reserves	402.00	---
Mining	195.39	---
Water Resources	5,219.04	---
TOTAL PLANNING AREA	242,523.64	

TABLE 31

EXISTING LAND USE, ENNIS PLANNING AREA (ACRES)

STUDY AREAS	1	2	3	4	(Ennis Area) 5	5-1	5-2	5-3	(Ennis CBD) 5-4	5-5	5-6	5-7	5-8	TOTAL
Residential														
Single Family	167.04	47.90	87.84	25.50	55.98	7.10	2.01	36.07	3.69		.30	6.81		384.26
Mobile Homes	9.97	1.50	6.50	1.00	8.48	.66	.17	5.69	.31			1.65		27.45
Two-Family					1.02			1.02						1.02
Multi-Family					.24		.23		.01					.24
Group Quarters	.50		.50											1.00
Mobile Home Courts					2.38		1.29	.14				.95		2.38
Seasonal														
Cabins	50.43	2.00	5.90	4.00	.39			.39						62.72
Mobile Homes	2.21													2.21
Camping Areas	49.10				40.00								40.00	89.10
Lodges	19.57													19.57
Transient Lodging		4.00	8.90		10.43		6.69	.17	3.57					23.33
Commercial														
Retail	2.36		2.80		12.42		5.65	.88	4.94			.95		17.59
Office & Services					3.27	1.83			.80			.64		3.27
Wholesale					.84	.34		.50						.84
Public & Quasi-Public	322.78	45.05	226.91		76.00	.28		14.85	2.29	17.30	26.75	14.53		670.74
Industrial														
Light	.90													.90
Trans, Comm, Utilities	108.06	39.28			15.65			.76	.17		14.72			162.99
Highways, Streets & Alley	285.56	219.02	297.69	249.46	60.76	5.22	5.37	24.39	5.05	1.16	.98	17.28	1.31	1,112.49
TOTAL DEVELOPED	1,018.48	358.75	637.04	279.96	287.86	15.43	21.41	84.66	20.83	18.46	42.75	42.81	41.31	2,582.49
Vacant	87.96		1.00		138.18	1.31	4.78	53.30	.61		4.16	54.02	20.00	227.14
Agriculture														
Rangeland	30,080.94	47,165.11	53,413.66	28,491.61	124.02	.51				10.25		113.26		159,265.34
Hayland	2,763.92	4,958.00	2,493.39	2,573.50	85.49					44.08		41.41		12,874.30
Cropland	358.00													358.00
Misc.	3.79			.50										4.29
Forests														
Reserves	22,933.35	9,093.20		13,859.50										45,886.05
Non-Reserves	4,128.00	1,702.00		9,680.00										15,510.00
Wildlife Reserves				402.00										402.00
Mining		195.39												195.39
Water Resources	4,356.91	54.78	736.38	54.59	16.38								16.38	5,219.04
TOTAL PLANNING AREA	65,721.35	63,527.23	57,281.47	55,341.66	651.93	17.25	26.19	138.16	21.44	72.79	46.91	251.50	77.90	242,523.64

Residential Land Use

The quantity of residential land use in the Ennis Planning Area constituted 22.85 percent of the total developed area. Land used for permanent residential structures consisted of 16.12 percent and was largely concentrated in and around the City of Ennis. Other concentrations of permanent residential acreages occurred in the Jeffers, McAllister-Meadow Creek, and along the Madison River in the southwestern part of the Planning Area.

Land used for seasonal residential purposes amounted to 6.75 percent of total developed acreage and was primarily concentrated in the northeastern part of the Ennis Planning Area. The seasonal dwellings were mainly located around or near Ennis Lake and the Jack Creek area. Seasonal facilities consisted mainly of lodges, cottages, mobile homes used as seasonal residences, and camping facilities.

Commercial Land Use

The commercial land use within the Planning Area accounted for 0.84 percent of the total developed area. The majority of Planning Area commercial establishments were located within the City of Ennis along Main Street which traverses the Central Business District. There is evidence that scattered strip commercial development is occuring along U.S. 287 just north of the Ennis High School and along State 287. This type of development is undesirable because it scatters commercial establishments and decreases the customer drawing power that is characteristic of accessible, compact shopping areas. It also reduces the efficiency and safety of the major thoroughfares. Certain types of commercial establishments are oriented toward highway sites. These types of commercial developments should be grouped together to provide common parking areas and to reduce the number of access points to and from the major thoroughfares.

The Ennis Central Business District Area, included in Figure 11 , identifies the ground floor activity taking place on each parcel of land within the Central Business District. Table 31 Planning District 5, Sub-Planning District 4, presents a statistical summary of land use in the Central Business District. Retail trade and highway activities were the major users of land within the Central Business District.

Transient Lodging

Land developed for transient facilities consisted of 0.90 percent of the Planning Area's developed land, or 23.33 acres. Utilizing this acreage were two hotels and eight motels with a total of one hundred fifty-six units. Two hotels and six motels were concentrated within the Ennis Area with the two remaining motels located in Planning District No. 1 at McAllister and at the western shore of Lake Ennis.

Public and Quasi-Public

Land used for recreational purposes, schools and other community facilities constituted the largest amount of developed acreage within the Planning Area. A total of 670.74 acres were used for public and quasi-public purposes.

The largest amount of this land consisted of fishing access sites and camping areas developed by the State Fish and Game Department in Planning District No. 1 and 3 along the Madison River. The remaining 76 acres were utilized within or around the City of Ennis for a variety of community facility uses including churches, city, county, state and federal facilities, private recreation, cemetary, and city parks.

Industrial Land

Of the developed area, industrial land accounted for a total of only .09 acres. Only one activity could be classified as industrial. This activity was a honey refining operation located in the community of Jeffers.

Transportation, Communications and Utilities

The total amount of land required for provision of transportation, power, communications and utility services to the Planning Area included 162.99 acres. Over 100 acres of land in this category were found in Planning District No. 1 which included the two Montana Power generating plants and the municipal stabilization pond. Other areas containing transportation, communication, and utility acreage included Planning District No. 2 in the northwestern part of the Planning Area and the Ennis Planning District.

Highways, Streets and Alleys

The total amount of acreage devoted to highways, streets, and alleys was 1,112.49 acres or 43.09 percent of the total developed area. This category was the largest within the developed area. Road acreages included in Planning Area districts are presented in Table 32 .

TABLE 32

ROAD INVENTORY

Planning District	Arterials	Collectors	County & Residential Alleys	Alleys	Total
1	73.69	154.05	57.82	----	285.56
2	140.96	10.91	67.15	----	219.02
3	136.97	80.73	79.99	----	297.69
4	69.70	27.27	152.49	----	249.46
5	25.55	6.59	26.43	2.19	60.76
	446.87	279.55	383.88	2.19	1,112.49

Vacant Land

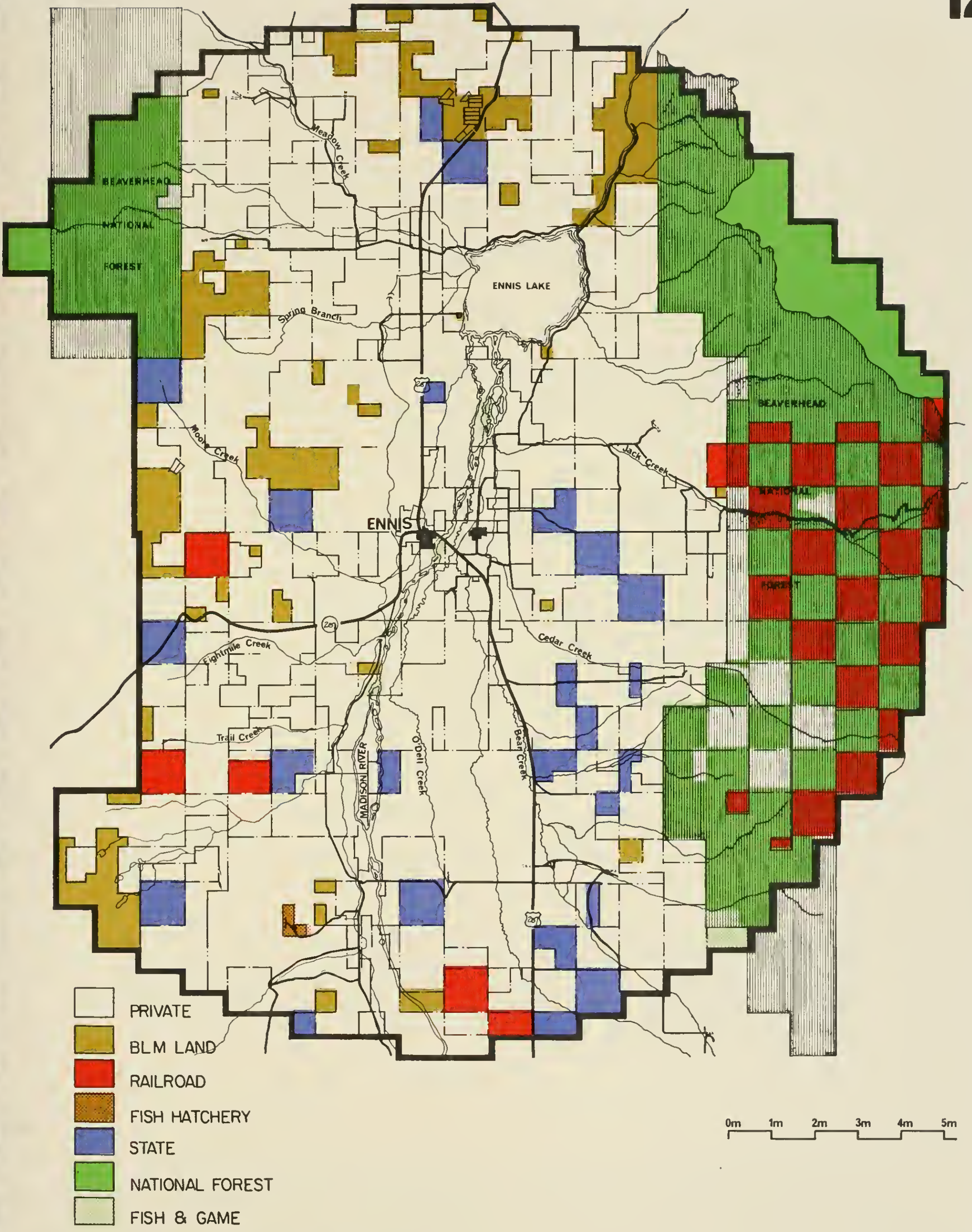
Located within the Planning Area were 227.14 acres of vacant land. Of this total acreage, 60 acres were located within the Ennis Corporate Limits in the form of vacant lots, and subdivided, but undeveloped, land. Vacant land within could be used to meet future development demands included 58.18 acres located to the west and southwest of the present Ennis Corporate Limits. Agricultural, forest, mining and water surface areas were not included as vacant land.

Agricultural Lands

Agricultural lands amounted to 172,501.93 acres of the total Planning Area's 242,523.64 acres. Of the total agricultural acreage, 12,874.30 acres was used for hayland, 358.00 acres for cropland, 4.29 acres for miscellaneous agricultural purposes, and 159,265.34 acres for rangeland. By far, the largest amount of agricultural land use was for ranching and cattle grazing. Total agricultural acreage amounted to over 70 percent of the total Planning Area.

Forests and Wildlife

Forest Reserve acreages accounted for the second largest amount of land used within the Ennis Planning Area. These reserves are located in the Tobacco Root and Madison Mountain Ranges. Total acreage falling within the two forest reserves consisted of 45,886.05 acres or almost 19.0 percent of the total Planning Area acreage. Forest non-reserves include Northern Pacific Railroad and private land owner holdings within National Forest boundaries. These holdings consisted of another 15,510.00 acres. Planning Districts 1, 2, and 4 included all forest acreage, with the majority, over 27,000 acres, falling within Planning District No. 1.



Property Ownerships

One wildlife reserve used as an elk refuge during the winter months was located in the southeastern section of the Planning Area. This reserve contained 402 acres.

Mining

Although mining has not been active in recent times, over 195 acres of land were held in mining claims. In past years, gold and quartz were the main products of the now inactive mines. The present use of these lands is as agricultural range land. Other mining activities included small gravel operations.

Water Resources

The Planning Area, for the most part, has abundant water resources. Table 33 presents surface area acreages of water resources in each planning district.

TABLE 33

Water Resources (Acres)

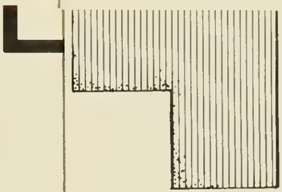
Planning District	Lakes	Rivers	Streams & Irrigation Ditches
1	3,735.80	547.90	73.21
2	6.20	----	48.58
3	139.90	473.10	123.38
4	------	------	54.59
5	------	15.98	.40
TOTAL	3,881.90	1,036.98	300.16

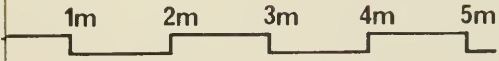
Planning District Number One containing 3,711 acres of water surface, was most abundant in water area because it included Ennis Lake. Within the Planning Area is the Madison River which covers over 1,000 acres of surface area and provides some of the best fishing in the State of Montana.

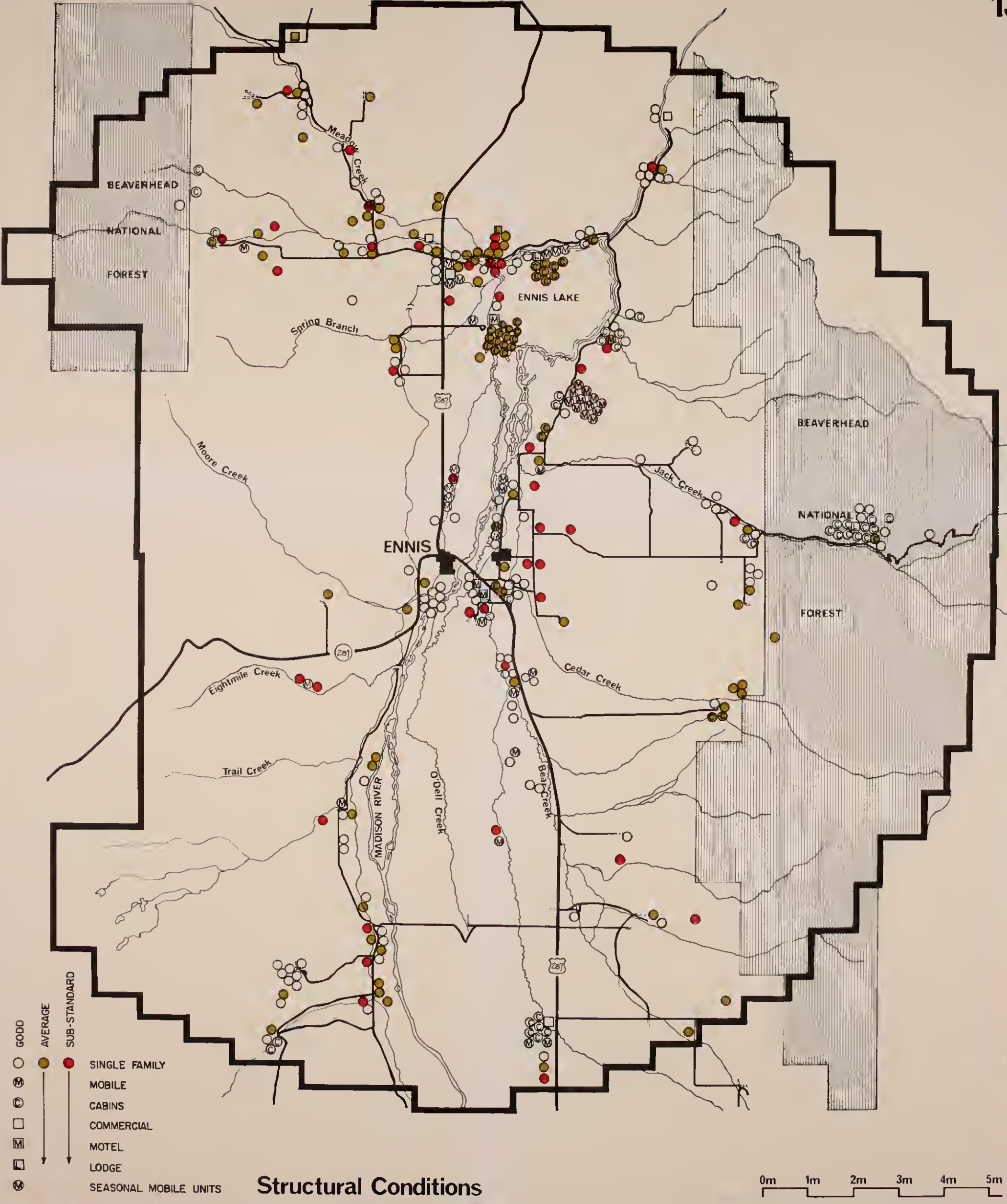
Condition of Structures

A structural survey was conducted in conjunction with the land use survey of 1971 for the Ennis City-County Planning Area. The results of this survey are illustrated on Figures 13 and 14 . Each

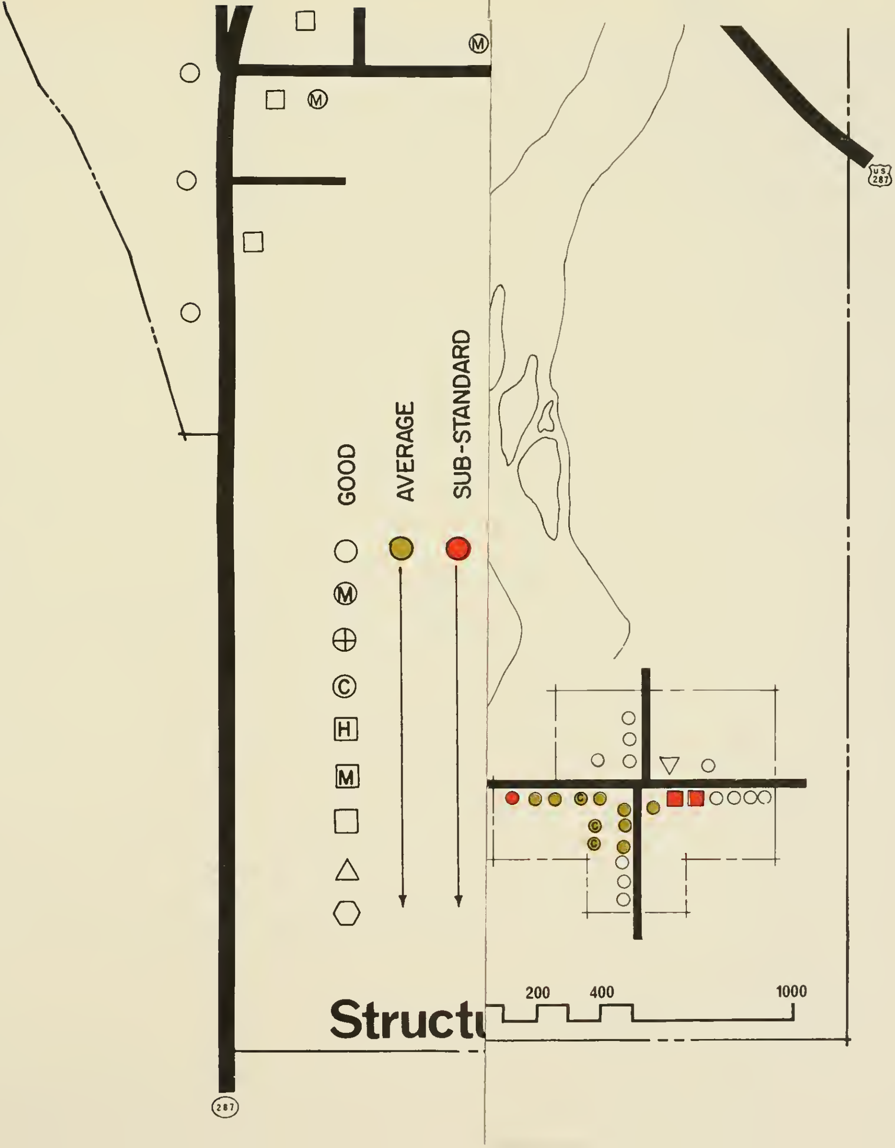
GOOD	AVER	SUB-	
○	●	●	SINGLE FAMILY
Ⓜ	↓	↓	MOBILE
©			CABINS
□			COMMERCIAL
🄼			MOTEL
🄻			LODGE
Ⓜ			SEASONAL MOBILE UNI



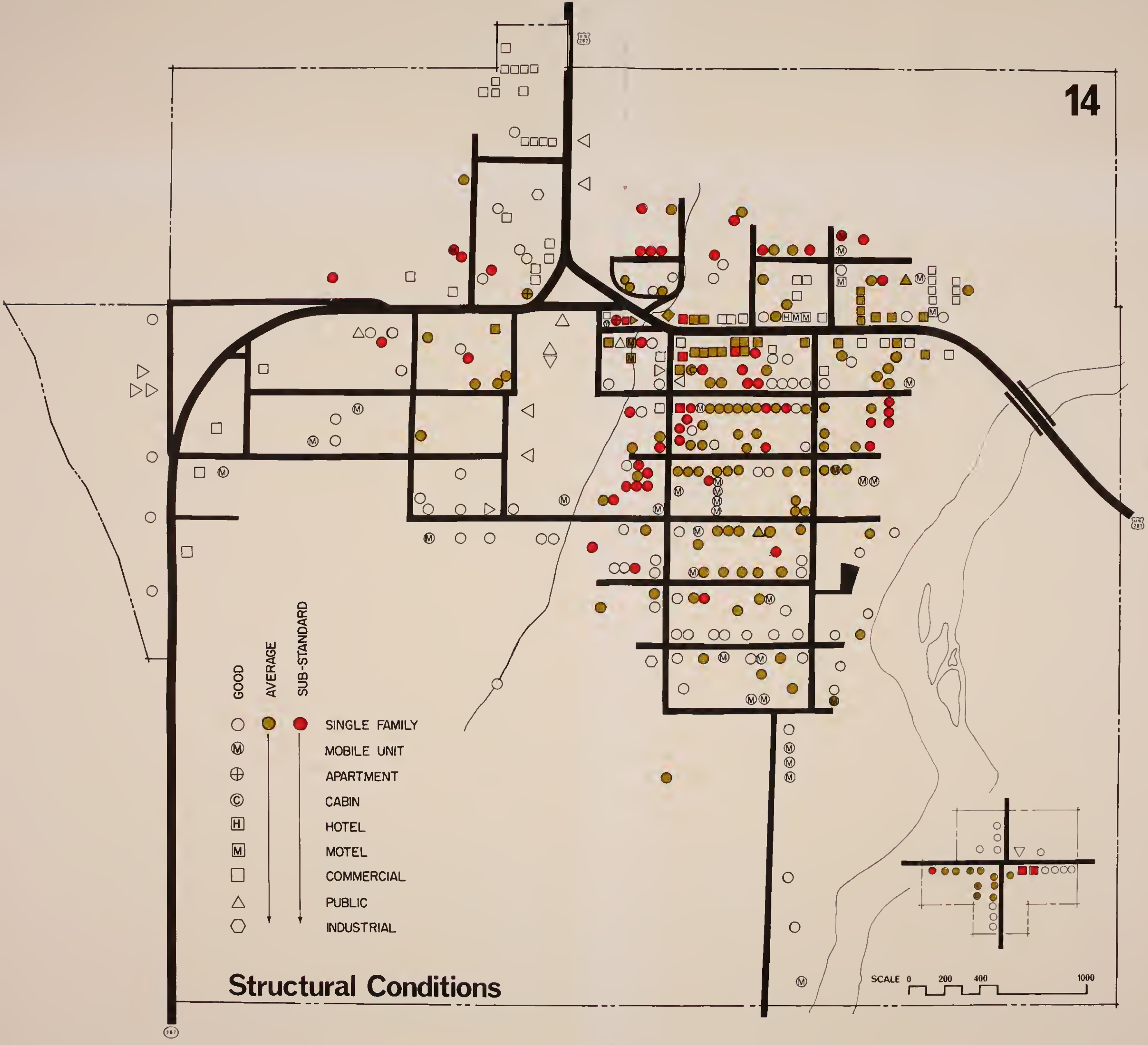




Structural Conditions


GOOD
AVERAGE
SUB-STANDARD
200
400
1000
US 287
287
Structu

14



Structural Conditions

structure was evaluated on the basis of apparent structural condition, maintenance, and physical depreciation and compared to County Reclassification Office appraisals. The following rating system was used in evaluating each major structure.

CONDITION	DESCRIPTION
Good	A sound structure from all appearances. Any maintenance needed is of a minor nature, such as those items requiring annual upkeep.
Average	A sound basic structure but maintenance and repairs have been allowed to build up, such as the need for porch construction, painting, siding, or other minor repairs that will involve less than one-third the estimated present value of the structure. Structures in this category would be capable of rehabilitation.
Substandard	Evidence of the basic structure being in unsound condition, such as a crumbling foundation, sagging roof and/or walls. Major repairs would amount to more than one-third the present estimated value of the structure and would require replacement.

The survey revealed 737 primary structures in the Planning Area. Of this total structure number, 521 structures were residential, 134 were seasonal residential structures, 57 were classified as commercial and 25 were public or quasi-public buildings.

Analysis of the condition of the structures in general suggests that 379 or 51.4 percent were in good condition, 266 or 36.1 percent were in average condition, and 92 structures of 12.5 percent were in poor or substandard condition.

A comparison of structural ratings as presented in Table 34 finds the Ennis Corporate Limits with generally better structures than the entire Planning Area, with the exception of seasonal dwellings. A reason for the poor condition of seasonal dwellings was due in large part to the low number of structures involved in this category.

Another contributing factor is the restoration of older seasonal structures by out-of-state residents who intend to use the dwellings as summer retirement and vacation homes.

A greater proportion of permanent residential structures in good condition were found in the Planning Area than in the City of Ennis or the Downtown Area. Within the Planning Area, the residential structures in substandard condition were relatively scattered. For the most part, the substandard structures were older ranch residences which have been abandoned in the process of developing larger ranching units. A small concentration of these older ranch structures appeared immediately east of Jeffers.

Within the Ennis Area, major concentrations of substandard residents appeared generally in three areas. One area was located in the vicinity of the high school athletic field and First Avenue. A second area was found to exist along Steffens Street between First Street and Third Street. The third area was located just north of the downtown area encompassing those blocks north of William Street.

Relative concentrations of seasonal structures on the lower end of the average scale and within the substandard category appear to the southwest and northwest of Ennis Lake. These areas contain older cottages and cabins which will require removal or renovation within the next few years.

Many of the commercial structures within the Planning Area were rated in the average to poor condition and will soon be approaching the poor category. Very few commercial structures have been built in the last twenty years. Within the Ennis Downtown Area, several of the commercial structures were rated at the lower end of average condition with almost 10 percent rated as poor.

Public or quasi-public structures were basically in good to average condition for the Planning Area and Ennis. The public buildings located within the Ennis Downtown Area have a greater percentage in the average to poor condition.

The areas with poor structure ratings are generally on the fringe of the Ennis Central Business District and present opportunities for either public or private renewal. These areas have a potential for redevelopment into local housing projects particularly for the older, low income and young married population segments that could live in multiple family structures. These areas immediately adjacent to the downtown area would provide easy access to shopping and could also be utilized for parking for both the downtown area and the housing units.

Problems of the past that have caused deterioration of these older areas have been obsolescence, inadequate lot size, poor subdivision practices, lack of demolition of accessory buildings, lack of general maintenance, and conflicting land use due to inadequate buffering from commercial land use activities.

TABLE 34

Condition of Structures by Percent

Planning Area, City of Ennis, and Ennis Downtown Area

	Good	Average	Poor	Total
TOTAL PLANNING AREA				
Residential	50.7	34.5	14.8	100.0
Seasonal	51.5	43.3	5.2	100.0
Commercial	56.2	33.3	10.5	100.0
Public	56.0	36.0	8.0	100.0
CITY OF ENNIS				
Residential	41.2	44.0	14.8	100.0
Seasonal	33.3	33.3	33.4	100.0
Commercial	50.0	40.9	9.1	100.0
Public	43.7	50.0	6.3	100.0
ENNIS DOWNTOWN AREA				
Residential	42.3	50.0	7.7	100.0
Seasonal	50.0	50.0	---	100.0
Commercial	35.5	54.8	9.7	100.0
Public	33.3	55.6	11.1	100.0

SOURCE: Condition of Structures, Ennis Planning Area, 1971

Land Use Problems

The term "conflicting land use" means that a condition exists in which certain land use activities and types exist which are not compatible with one another.

For the most part, this condition does not exist within the Planning Area outside of Ennis because most of the land is utilized for forests, agriculture, recreation, rural residences, and roads. These land use categories are of an extensive nature and use large amounts of land for their required activities. Land use types which do exist and can have a negative economic and visual impact on adjoining properties are automobile junk yards, dumping grounds, abandoned and dilapidated structures, excessive power line corridors, and sawmills. Required space should be made available for some of these needed activities but with basic consideration given to adjoining property values and Planning Area objectives. The Madison Valley has a prime commodity which few other communities have. The forests, mountains, lakes, rivers, ranches, cattle and wildlife come together to form a very spectacular setting. This beautiful spatial environment attracts sightseers, tourists, recreation enthusiasts, campers, fishermen, hunters, and snowmobilers.

Because of the beautiful vistas, care must be taken to ensure that land uses do not take place that would ultimately hinder the beauty and potential economy of the Ennis Area.

Ennis itself, as with Jeffers and Cameron, does not as yet have a major problem with land use conflicts.

Problems at present include the infringement of storage tanks and utility storage yards in residential areas, the construction of commercial structures in potential residential areas and the lack of adequate screening between the downtown commercial area and adjacent residential structures. The lack of screening has contributed to the high number of structures in a low average to poor condition within the City.

Patterns and Directions of Growth

The 1970 Census of Population indicated that the City of Ennis has lost population during the preceeding decade, while the Madison Valley County Census Division (basically the Ennis Planning Area) gained in population. This would indicate that much of the new development took place within the Planning Area outside the Corporate Limits of Ennis.

Basically, four areas of growth have been determined from review of the existing land use map and the land use inventory during the last ten years. The first and largest growth area is located immediately west of the Ennis Corporate Limits. This area includes both new residential and commercial development. A second growth area was along Comleyville Road. Higher value, low density residential development is characteristic of this area.

Jeffers, the third growth area, indicated some recent construction of new residential structures and the appearance of several mobile homes. Southeast of Ennis along U.S. 287 was another area that was found to have considerable new development in the form of single family residential structures and mobile homes.

Land Utilization

One method of better understanding amounts of land required by a population is to determine present land requirements by each major land use category per 100 persons. In Table 35 a summary is made for both the Planning Area and the City of Ennis. This land use scaling method can provide a basis for estimating the quantity of lands required for future development within each land use category. It can be assumed that vacant or undeveloped land, when required, will develop in a somewhat like proportion to the existing developed areas.

It is necessary, however, to make a qualitative analysis of anticipated changes from past land development patterns and deviate as required from existing proportions.

TABLE 35

PLANNING AREA & ENNIS DEVELOPED LAND

ACRES PER 100 PERSONS

	Planning Area	City of Ennis
Residential	34.7	11.7
Seasonal Lodging	16.4	2.2
Commercial	1.8	3.0
Public & Quasi-Public	55.9	6.1
Industrial	.08	---
Trans., Comm., Utilities	13.6	.19
Highways, Streets, & Alleys	92.7	8.0

Projected Land Use Requirements

Land use projected requirements are included in Table 36. Both anticipated land use needs for Ennis and the Planning Area are presented per 100 population and per total population. A brief explanation follows concerning foreseen increases and decreases in land use demands.

Residential

It is expected that Planning Area residential requirements will continue to have a demand for larger tracts within the half acre category. A common size of Ennis residential lot is 7,200 square feet with a recent trend toward 10,000 to 15,000 square feet. With the provision of zoning and subdivision regulations, allowance should be made to increase lot sizes in keeping with recent trends.

Seasonal Housing and Lodging

Vacation home, campground, lodge and motel-cabin development will continue possibly at a more rapid rate with the development of the Big Sky Recreational Complex and Shining Mountains Subdivision. Additional land will in many cases be required by existing motel establishments for expansions and rehabilitation as well as new motel development.

Commercial

The major portion of new commercial facilities are expected to be located in Ennis. Lots required for new commercial development are anticipated to be larger as well as possible expansion of existing sites in order to achieve adequate parking areas and larger retail facilities.

Public and Quasi-Public

Additional fishing access and camping areas will continue to be provided along the Madison River. Anticipated snowmobile trail development and other recreational possibilities, which could assist the recreational economy of the Planning Area, will take place.

Within Ennis, small parks and planting areas should be acquired and developed through park requirements as subdividing takes place. Additional facilities of a public and quasi-public nature will be provided as more population justifies their need.

Industrial

Major industrial development is not anticipated, however, it is possible that one or two small light industries could be located in the Ennis Area. The location of a light industrial plant would help provide employment opportunities which are presently needed.

Transportation, Communications and Utilities

Transportation, communications, and utility land use needs increase as population growth takes place. Land use needs in this category result in a more rapid growth rate than a direct proportional ratio due to population demands for the availability of additional services as a community gets larger in size.

Highways, Streets and Alleys

Through more concentrated development within the Planning Area, land use for roads should decrease since the basic network of State and County roads has already been established.

Within Ennis, through better subdivision design practices and possible changes in housing demands, future ratios of population to street acreages should also diminish.

TABLE 36
PROJECTED LAND USE REQUIREMENTS IN ACRES PER DEVELOPED LAND IN THE PLANNING AREA & ENNIS

LAND USE DEMANDS PER ONE HUNDRED PROJECTED POPULATION

	1970		1975		1980		1985		1990		1992	
	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis
Residential	34.7	11.7	33.7	11.8	32.7	11.9	31.7	12.0	30.7	12.0	30.7	12.0
Seasonal & Lodging	16.4	2.2	16.9	2.5	17.4	2.7	17.9	2.9	18.4	3.1	18.6	3.2
Commercial	1.8	3.0	1.8	3.1	1.9	3.2	1.9	3.3	2.0	3.4	2.0	3.5
Public & Quasi-Public	55.9	6.1	56.0	6.3	56.1	6.5	56.2	6.7	56.3	6.9	56.4	7.0
Industrial	.08	---	.2	.3	.4	.7	.4	.8	.4	.8	.4	.8
Trans., Comm., Utilities	13.6	.3	13.6	.4	13.6	.5	13.6	.6	13.6	.7	13.6	.8
Highways, Streets & Alleys	92.7	8.0	91.7	8.0	90.7	7.8	89.7	7.7	88.7	7.6	88.3	7.5
TOTAL ACRES	215.2	31.3	213.9	32.4	212.8	33.3	211.4	34.0	210.1	34.5	211.0	34.8

LAND USE DEMANDS PER TOTAL PROJECTED POPULATION

	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis	P.A.	Ennis
Residential	416	58	431	60	441	64	453	71	464	79	476	82
Seasonal & Lodging	197	11	216	13	234	15	256	17	278	20	288	22
Commercial	22	15	23	16	25	17	27	19	30	22	31	24
Public & Quasi-Public	671	30	717	32	757	35	804	40	850	46	874	48
Industrial	1	--	3	2	5	4	6	5	6	5	6	5
Trans., Comm., Utilities	163	2	174	2	184	3	194	4	205	5	211	5
Highways, Streets & Alleys	1113	40	1173	41	1224	42	1283	45	1339	50	1369	51
TOTAL ACRES	2583	156	2737	166	2871	180	3023	201	3172	227	3255	237

SOURCE: CTA

HOUSING

Characteristics of Housing

One of man's basic needs since the beginning of time has been adequate shelter from nature's many elements. Extremes to the natural elements are not found much more severe than the conditions which prevail within Montana and more specifically the Ennis Planning Area.

The study of housing comprises many facets including housing market, number of dwelling units, age, tenure, price, rent, housing types, location, and structural conditions.

The Ennis City-County Planning Area has an estimated 1970 population of 1,213 persons. This population comprised of 418 households with a mean persons per household of 2.9. The City of Ennis population of 501 persons comprised of 191 households with a mean persons per household of 2.62 persons. A resulting 227 or 54 percent of the households reside in the Planning Area outside the corporate limits of Ennis.

Dwelling Units

The Planning Area has a total of 534 dwelling units. As may be expected the largest proportion of these dwelling units are in single family structures. Of the single family structures 82.3 percent are conventional structures and 14.3 percent are mobile structures. Mobile home lot ownership is most common in the Ennis Area with 86.8 percent of all mobile units located on individual parcels and 13.2 percent located in mobile home courts.

Two family, multi-family and group quarters comprise only 3.0 percent of the total Planning Area units.

A planning district tabulation of the numbers of residential, seasonal, and transient units is presented in Table 37 for the Planning Area.

TABLE 37

DWELLING UNITS BY PLANNING DISTRICTS

PLANNING DISTRICT	1	2	3	4	5-S1	5-S2	5-S3	5-S4	5-S5	5-S6	5-S7	5-S8	Total
Residential													
Single Family	80	56	62	28	23	9	147	23	2	1	9	-	440
Mobile Home (on separate parcel)	19	3	10	2	2	2	22	2	-	-	4	-	66
Two Family							6						6
Multi Family						5		5					10
Group Quarters	1		1										2
Mobile Home Court						4	4				2		10
Seasonal													
Cabins	68	4	9	9		1	5	6			2		104
Mobile Home Cabin	15												15
Lodges	3												3
Transient													
Hotels (2)								35					35
Motels & Tourist Courts (8)	8	23	28			10		52					121

SOURCE: Land Use Inventory, 1971

Condition of Residential Structures

A definition for each rating as to good, average, and poor is described in the existing land use section of the report. Table 38 presents the number and percent of residential structures utilized year-around and seasonal by condition for Ennis, the Planning Area excluding Ennis, and the total Planning Area.

Implications resulting from Table 38 suggest that:

(1) Approximately 15 percent of the residential structures within Ennis and the Planning Area are in a poor or substandard condition.

(2) A large percentage of residential structures located in Ennis at the present time are in an average condition and if not adequately rehabilitated in the near future will add to the number of structures already in substandard condition.

(3) For the most part, the residential structures located in the Planning Area outside of Ennis are in better condition than those located in town.

(4) A total of 77 residential structures, 36 from the City of Ennis will be removed from the Planning Area housing supply in the near future.

TABLE 38

CONDITION OF RESIDENTIAL STRUCTURES

		Good	%	Average	%	Poor	%	Total	%
ENNIS									
	(Year Around)	100	41.2	107	44.0	36	14.8	243	100.0
	(Seasonal)	4	33.3	4	33.3	4	33.4	12	100.0
PLANNING AREA (Not Including Ennis)	(Year Around)	164	59.0	73	26.3	41	14.7	278	100.0
	(Seasonal	65	53.3	54	44.2	3	2.5	122	100.0
TOTAL PLANNING AREA	(Year Around)	264	50.7	180	34.5	77	14.8	521	100.0
	(Seasonal)	69	51.5	58	43.3	7	5.2	134	100.0

SOURCE: Land Use Inventory, 1971

Age

Examination of the age of residential structures gives an indication of the obsolescense and deterioration of housing as well as to provide some clue as to the available numbers capable of being included in the housing supply for the future.

Table 39 presents the age of residential structures for each planning district. Over half of the residential structures in the Planning Area were constructed prior to 1940, making the average age of all housing better than thirty years old. Since 1950, 191 residential structures have been constructed with 117 having been built since 1960.

Ennis follows the same pattern as the Planning Area with 131 out of a total of 239 residential structures having been constructed prior to 1940.

Of the five planning districts, the three experiencing the greatest residential construction since 1960 was Planning District No. 1 with 28 structures; Planning District No. 3 with 23 structures; and Planning District No. 5 (Ennis Area) with 56 structures.

TABLE 39

AGE OF RESIDENTIAL STRUCTURES
BY PLANNING DISTRICT
(Does Not Include Seasonal)

PLANNING DISTRICT	1	2	3	4	5-S1	5-S2	5-S3	5-S4	5-S5	5-S6	5-S7	5-S8	Total
YEAR													
1880-1889	2	2	--	--	--	--	--	1	--	--	--	--	5
1890-1899	2	-	1	2	--	--	1	--	--	--	--	--	6
1900-1909	10	11	8	3	7	--	5	1	--	--	--	--	45
1910-1919	22	9	10	9	3	1	25	2	--	--	1	--	82
1920-1929	17	16	6	4	8	--	48	7	--	--	1	--	107
1930-1939	8	2	5	1	--	--	19	3	--	--	--	--	38
1940-1949	4	4	9	1	3	2	20	4	--	--	--	--	47
1950-1959	7	11	11	4	2	5	24	5	--	1	4	--	74
1960-1969	28	4	20	5	1	6	21	1	--	--	8	--	94
1970-Present	--	--	3	1	1	2	13	2	--	--	1	--	23

SOURCE: Land Use Survey, 1971

Tenure and Vacancy

Review of the type of occupancy and the availability of housing units for sale or rent gives an indication of the housing needs for an area.

Table 40 presents a count of all housing units in the Planning Area by occupancy/vacancy status.

The following basic conclusions can be reached:

(1) The largest number of housing units are owner occupied within Ennis and the Planning Area.

(2) Of the renter occupied units, the largest percent occur in the Planning Area outside of Ennis.

(3) Ennis had 28 housing units or 10.9 percent of its total housing units available for rent.

(4) Few rental units were available in the Planning Area outside of Ennis.

(5) The Planning Area had 8 dwelling units for sale during 1970, 6 of which were located in Ennis.

A study of vacancy by the U.S. Census of Housing revealed that as a rule larger localities tended to have higher over-all vacancy rates than small communities; fast growing localities tended to have higher vacancy rates than slow growing localities; localities with a high proportion of renter occupied units tended to have higher vacancy rates than localities with high owner occupancy; localities with a large proportion of multi-family structures had higher vacancy rates than localities with predominately single family structures; vacancy rates tended to be greater in the lowest and in the highest price or rent classes and the smaller the number of rooms per unit, the higher the vacancy.

A vacancy factor equivalent to a maximum of 5.0 percent of the currently occupied housing stock is a standard market factor necessary to accommodate mobility, changing family demands and preferences. In the Planning Area, the current vacancy factor amounts to 9.1. It would appear that the current vacancy rate could effectively accommodate any new persons moving to the Ennis Area. This statement would have to be qualified with the assumption that the available housing supply is not substandard, is large enough to meet the needs of the consumer, and is located in areas of preference.

TABLE 40

COUNT OF ALL HOUSING UNITS BY OCCUPANCY/VACANCY STATUS

	Owner	%	Renter	%	Vacant Rent	%	Sale	%	Other	%	Total	%
Ennis	139	53.8	52	20.2	28	10.9	6	2.3	33	12.8	258	100.0
Planning Area (Not Incl. Ennis)	122	45.0	93	34.3	1	.4	2	.7	53	19.6	271	100.0
Total Planning Area	261	49.3	145	27.4	29	5.5	8	1.5	86	16.3	529	100.0

SOURCE: U.S. Census

Characteristics of Persons in Dwelling Units

Table 41 presents the characteristics of the Planning Area and Ennis populations with reference to dwelling units.

The number of persons per unit distribution for the Planning Area closely approximate the City of Ennis with the exception of the 7 to 8 persons plus category. The Planning Area included 11 units which had a household size of over seven persons.

Basic conclusions suggested by Table 41 are:

(1) The largest number of dwelling units in both the Planning Area and City of Ennis include 2 persons.

(2) Over fifty percent of all dwelling units in both the Planning Area and City of Ennis house one to two persons.

(3) The number of units having three to four persons consists of slightly over twenty-five percent for the Planning Area and Ennis.

(4) The Planning Area experiences a higher number of persons per unit than Ennis.

(5) The Planning Area experiences a slightly higher concentration of persons per room than Ennis.

TABLE 41

COUNT OF UNITS BY NUMBER OF PERSONS IN UNIT

	Persons										
	1	2	3	4	5	6	7	8	Total Units	Per Unit	Per Room
Ennis (Unit)	53	60	21	28	21	8	--	--	191	2.6	.57
Percent	27.7	31.4	11.0	14.7	11.0	4.2	--	--	100.0	--	--
Planning Area (Unit)	83	138	51	60	40	23	8	3	406	2.9	.58
Percent	20.4	34.0	12.6	14.7	9.9	5.7	2.0	.7	100.0	--	--

Housing Costs

The prices and rents for dwelling units reflect qualitative differences in the physical entities such as structural type, design, number of rooms, age, condition, and equipment, as well as such factors as location, convenience, accessibility, and the personal preferences, desires, needs, and incomes of the individuals in the market at any moment of time as stated in FHA Techniques of Housing Market Analysis.

Prices

Table 42 provides a summary of the value of selected owner occupied units in the Planning Area. An acceptable housing price range considers 0-9999 the low range of housing, 10,000-24,999 a medium range and 25,000-up a high range.

Of the Planning Area's total owner occupied housing, over 60 percent fall within the medium range, with approximately 30 percent falling in the low range. The City of Ennis, although approximating Planning Area housing costs, has a slightly larger number of dwellings falling in the low range. The unincorporated area outside of Ennis has a larger percentage falling in the medium range of 10,000 to 14,999 and in the 25,000 plus range.

TABLE 42

COUNT OF SELECTED OWNER-OCCUPIED UNITS BY $ VALUE

	Ennis	%	Planning Area Excluding Ennis	%	Planning Area Total	%
$ - 5,000	14	12.7	3	8.3	17	11.6
$ 5,000- 9,999	21	19.1	6	16.7	27	18.5
$10,000-14,999	35	31.8	13	36.1	48	32.9
$15,000-19,000	19	17.3	4	11.1	23	15.8
$20,000-24,999	14	12.7	4	11.1	18	12.3
$25,000-34,999	4	3.6	3	8.3	7	4.8
$35,000-49,999	3	2.8	2	5.6	5	3.4
$50,000-plus	-	--	1	2.8	1	.7
	110	100.0	36	100.0	146	100.0

Rents

The cost of housing for rental units in the Planning Area are relatively low in comparison to Montana and the Nation. Table 43 presents a summary of selected renter-occupied units by monthly rent.

Almost 56 percent of all renter occupied units pay less than $79.00 per month with 28.5 percent spending $60-$79 per month. In Ennis the number of renter occupied units paying less than $79.00 per month raises to 65 percent of the total number of units. In the Planning Area outside of Ennis almost 19 percent spend $40.00 or less per month for rent.

Three possible inferences can be drawn from review of rent charged for rental occupied units. One, laborers on ranches receive a housing subsidy from respective owners; two, many of the renters fall into a low income group; three, housing available for rent is largely in the lower price range; and, four, rental units of higher quality are not available.

TABLE 43

COUNT OF SELECTED RENTER-OCCUPIED UNITS BY $ MONTHLY RENT

	Ennis	%	Planning Area Excluding Ennis	%	Planning Area Total	%
$ - 40	3	5.8	6	18.8	9	10.7
$ 40- 59	11	21.2	3	9.4	14	16.7
$ 60- 79	20	38.4	4	12.5	24	28.5
$ 80- 99	4	7.7	8	25.0	12	14.3
$100-119	3	5.8	-	---	3	3.6
$120-149	-	---	1	3.1	1	1.2
$150-199	-	---	-	---	--	---
$200-299	-	---	-	---	--	---
$300-plus	-	---	-	---	--	---
Without Payment	11	21.1	10	31.2	21	25.0
	52	100.0	32	100.0	84	100.0

In total, the characteristics of the Ennis City-County Planning Area housing could be generally summarized as follows:

(1) There are 418 households in the Planning Area with 2.9 persons per household.

(2) Approximately 15 percent of the residential structures within the Planning Area are in poor condition.

(3) Over half of the structures within the Planning Area are over thirty years old.

(4) Most of the new residential growth has taken place within Planning District No. 1, Planning District No. 3, and the Ennis Area.

(5) Almost 50 percent of the present housing units are owner occupied and 27 percent are renter occupied.

(6) Present vacant dwelling units for sale or rent amount to 37 units in the Planning Area or 7 percent.

(7) Two hundred and twenty or 54 percent of the occupied dwelling units had two persons or less and another 27 percent had three to four persons per unit.

(8) The average number of persons per room in the Planning Area was .58, indicating a high degree of overcrowding.

(9) Over 60 percent of the owner occupied housing falls in the price range of $10,000 to $24,999. Approximately 30 percent of the owner occupied housing is of a value of $0 - $9,999.

(10) More than half the renter occupied units pay less than $79.00 per month.

Future Housing Demands

Based on the previous housing analysis and taking into consideration anticipated future population characteristics and economic conditions, the following housing demand estimates were developed for the Ennis City-County Planning Area.

TABLE 44

FUTURE HOUSING DEMANDS

(Population Medium Range)

	1970	1975	1980	1985	1990	1992
Population	1,213	1,279	1,351	1,427	1,509	1,545
Persons Per Household	2.90	2.90	2.85	2.85	2.80	2.80
Households	418	441	474	501	539	552
Required Housing Units	418	441	474	501	539	552
Vacancy Rate At 5 Percent	21	22	24	25	27	28
Total Unit Demand	439	463	498	526	566	580
Total Supply* Of Structures (Good & Average Condition)	444	400	360	324	292	280
New Housing From Present to 1992	0	63	138	202	274	300
New Housing Per 5 Year Period	0	63	75	64	72	26

*Estimated one percent per year number of dwellings becoming substandard or demolished.

PROBLEMS AND CONCERNS

Madison County and the Planning Area have not enjoyed the economic and population growth found in many regions of our country. From a conservative approach, dynamic population and economic growth can be more destructive to a community than little or a lack of growth. This lag in growth is common to many of our counties and smaller communities in the State of Montana. In terms of population numbers the City of Ennis experienced a decline while at the same time the number of persons residing in the Planning Area increased during the last decade. Problems can be associated with both the lack of growth in Ennis Corporate Limits and the growth that has taken place within the Planning Area outside of Ennis.

These concerns and problems can be grouped as economic, physical and social and are listed as follows:

Economic Conditions

(1) Madison County and the Planning Area are presently experiencing a high unemployment rate.

(2) Per capita income for Madison County is considerably below the State per capita income.

(3) The primary economy of the Planning Area is based on agriculture and tourism. The agricultural contribution to the economy fluctuates with seasonal growing conditions and the market. The tourism contribution is gathered out of a few short months during the year and is dependent on climate and fluctuating spending trends.

(4) There is a present lack of wholesale outlets in the area capable of supplying retailers.

(5) Due to the geographic and topographic limitations, the potential of capturing manufacturing industry is limited.

(6) As a result of the agricultural fluctuating economy and seasonal tourist income, housing loans at the local level are virtually non-existent.

(7) Inadequate freight service produces a hardship on local retailers and in turn affect the local economy.

(8) Retail products sold in the Planning Area are primarily convenience and consumer oriented. Potential customers requiring shopper goods, dental, or optical services have to travel to Bozeman or Butte. Often many convenience goods are purchased during these trips resulting in a loss of business to local merchants.

Physical Conditions

(1) In general, housing is older throughout the Planning Areas with little choice available for persons wishing to purchase a home.

(2) Available rental housing is few in number and generally in poor structural condition.

(3) County roads in some instances lack proper grade elevation and drainage resulting in impassable conditions during the winter and wet months.

(4) Residential streets in Ennis are unpaved and have a problem of snow removal during the winter months.

(5) The present water system in Ennis is high in cost, at times lacks adequate water supply during peak periods and is facing increasing water demands.

(6) The present solid waste disposal method creates problems due to interference with the water table, lack of compaction, and open burning.

(7) Several structures in the Ennis downtown area are in a below average or substandard condition.

(8) Retail and service expansion areas within the Ennis downtown area is limited.

(9) Parking in the Ennis downtown area is inadequate during the summer months and will result in a greater deficiency when the State Highway Department requires the Ennis downtown area to convert to parallel parking instead of the present angle parking.

(10) Several parts of the Planning Area along the Madison River are subject to flooding and high water tables.

(11) Presently there is a general lack of land use controls within the Planning Area with the exception of the Ennis Zoning Ordinance.

(12) As the result of presently proposed and anticipated future development, concern has developed over the possible impact that may result on the aesthetics and environment of the Madison Valley.

Social Conditions

(1) Land ownerships have remained relatively stable with some consolidation of ranches into larger holdings. This consolidation trend in many cases has resulted in an outmigration of families.

(2) Present trends indicate an increasing number of summer residences and retirement population.

(3) An outmigration of high school and college graduates has been occurring as the result of a general lack of job opportunities within the Planning Area.

(4) Planned recreation activities are lacking despite the outstanding mountain and stream environment.

(5) Cultural activities and facilities are very poor to non-existent for the people of the Planning Area.

(6) Recreational activities available to elementary and high school students are lacking.

The list of concerns is long and in many cases can be dealt with directly by the Comprehensive Plan. Since the Comprehensive Plan basically deals with physical development, social and economic problems have to be approached indirectly. Physical development affects the social situation and care must be given not to further aggrevate the situation but try to improve it. The aim of the Comprehensive Plan is to provide the best living environment possible for all people.

PROPOSED DEVELOPMENT PROJECTS

Considerable strain can be placed on a community's resources and facilities as the result of unanticipated future residential, commercial, industrial, recreational, and transportation development. In community planning, the ability to foresee these projects and realize their impact, to a large degree, determines the effectiveness of a Comprehensive Plan.

Within the Ennis Planning Area eight known projects have been either scheduled or proposed to take place before 1992. These eight projects include:

(1) Shining Mountains Land Development Project.

(2) Big Sky Recreational Complex and Proposed Road.

(3) National Forest Proposed Campgrounds.

(4) Norris Hill Road Relocation.

(5) U.S. 287 Highway - Widening Project.

(6) Proposed new Ennis Hospital facility and Nursing Home.

(7) Relocation of State Highway Garage in Ennis.

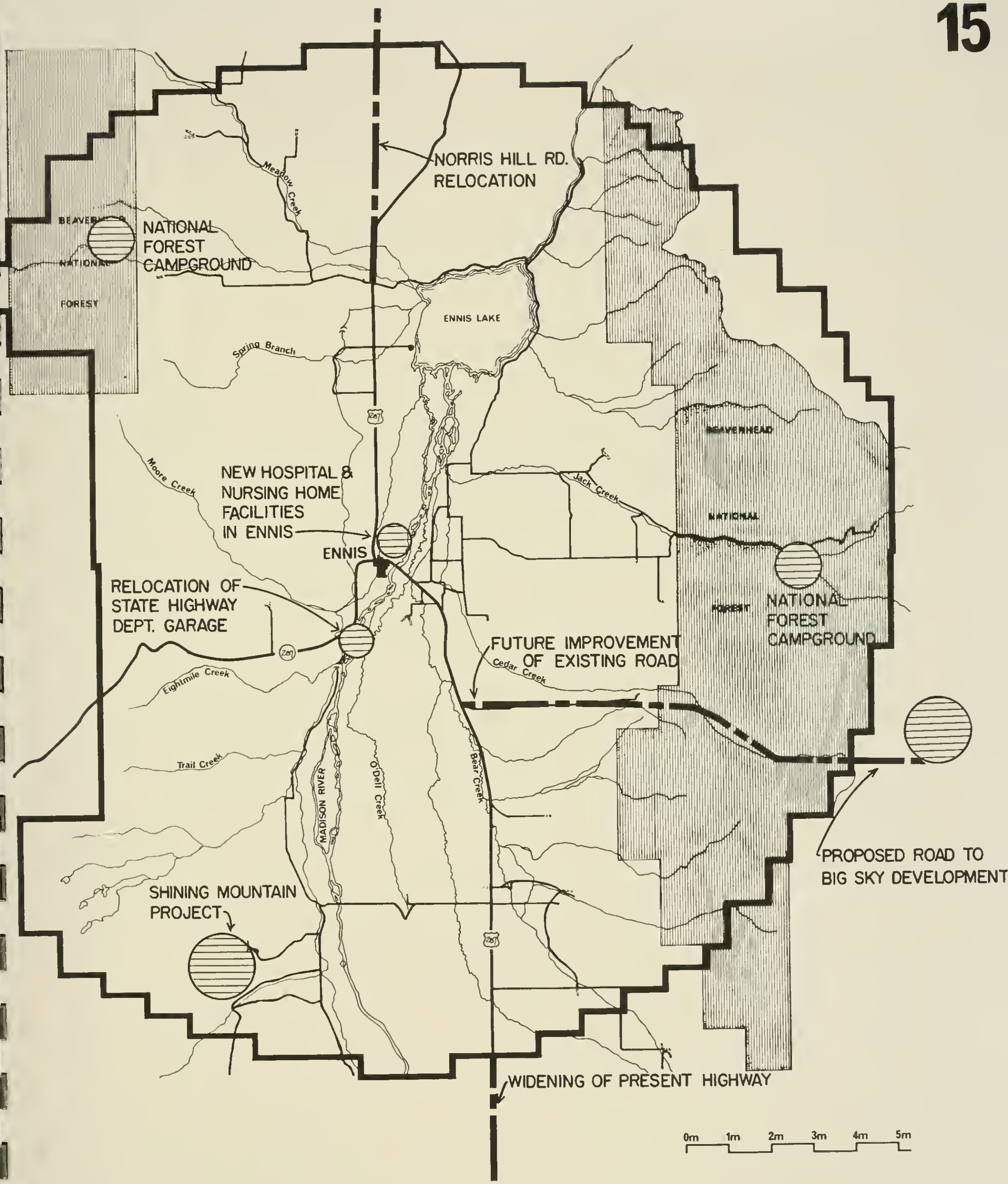
(8) Proposed County Airport.

The following is a review of the proposed projects with a general assessment of potential implications each project may have on the Planning Area.

Shining Mountains Land Development Project

The Shining Mountains Land Development Project has a proposed development extending over 9,000 acres in the southwest portion of the Planning Area. Proposed plans include subdividing the 9,000 acres into 600 land parcels with each tract containing five acres or more of land.

The basic purpose of the subdivision is to make land available for vacation homes and ranchettes. The development may attract out-of-state people, retirement persons and in-state residents desiring vacation homes in the Madison Valley. Planning Area residents preferring small tracts of land for rural living may also be attracted to this type of development. For the most part it is anticipated that a majority of the tracts will be utilized for vacation or retirement residences.


NORRIS HILL RD. RELOCATION
BEAVERHEAD NATIONAL FOREST
NATIONAL FOREST CAMPGROUND
Meadow Creek
ENNIS LAKE
Spring Branch
287
Moore Creek
NEW HOSPITAL & NURSING HOME FACILITIES IN ENNIS
ENNIS
RELOCATION OF STATE HIGHWAY DEPT. GARAGE
287
Jack Creek
BEAVERHEAD
NATIONAL
FOREST
NATIONAL FOREST CAMPGROUND
FUTURE IMPROVEMENT OF EXISTING ROAD
Cedar Creek
Eightmile Creek
Trail Creek
MADISON RIVER
O'Dell Creek
Bear Creek
PROPOSED ROAD TO BIG SKY DEVELOPMENT
SHINING MOUNTAIN PROJECT
287
WIDENING OF PRESENT HIGHWAY
0m
1m
2m
3m
4m
5m

Proposed Projects Effecting Ennis

At full development the proposed project could possibly contain 600 residential structures housing a summer population of 1,500 persons. Potential traffic demand placed on road systems in the area at full development could amount to (utilizing 6 trips per day per household) approximately 3,600 vehicle trips per day. The present number of vehicle trips on the Spring Creek Road is 175 per day.

Considerable impact during the summer months would also be placed on available commercial and recreational facilities within the Planning Area as the result of the Shining Mountains Development.

Big Sky Recreational Complex and Proposed Road

The proposed construction program of the Big Sky Corporation will have a definite impact on the Ennis Planning Area with or without a road connection to the Gallatin Valley. The degree of impact would be much greater with the construction of a highway facility between the two valleys in terms of traffic volumes, employment, commercial facilities, lodging, and recreational demands.

The Big Sky anticipated ten year construction program includes the following:

(a)	Sale of residential lots	1,600 lots
(b)	Condominiums	1,550 units
(c)	Major lodge-Convention Center (anticipated 1973)	200 units
(d)	Sleeping Accommodations	
	(anticipated 1974)	2,150 persons
	(anticipated 1982)	7,150 persons
(e)	Ski Facilities	4 lifts 4 trails
(f)	Commercial Facilities	
	(1) Meadow Village	8,000 sq. ft.
	(2) Mountain Village	75,000 sq. ft.
(g)	Recreation Facilities	
	(1) 18 Hole Golf Course	
	(2) Tennis Courts	
	(3) Swimming	
	(4) Hiking	
	(5) Archery	

(6) Bicycling

(7) Skeet and Trap Shoot

(8) Horseback Riding

(9) Dingy Sail Boats

(10) Canoeing

(11) Fishing

(12) Dude Ranch

(13) Touring

(14) Ice Skating

(15) Snowmobiling

(h) Employment (anticipated 1982)	300 - 350

If the Big Sky Corporation's anticipated full development takes place, by 1982 a potential of 10,000 to 12,000 persons per day will be visiting the Big Sky recreational complex.

In terms of highway traffic volumes, if a road is constructed from the Gallatin Valley to the Madison Valley, it would not be unreasonable to assume that an additional 800 to 1,000 vehicles would be traveling through the Ennis Planning Area.

With the new road facility, camping and lodging facilities in the Planning Area could conceivably receive considerable pressure resulting from an overflow of persons not able to receive reservations or afford accommodations at Big Sky, but still desiring to utilize the complex's recreational facilities. School facilities located at Ennis could also potentially receive pressure as the result of bussing Big Sky employee and resident children to the Madison Valley.

Of the 300 - 350 potential jobs created by Big Sky by 1982, it would be possible (subject to construction of the proposed road) that 50 to 100 positions could be made available to the Planning Area labor force, thereby relieving unemployment levels in Madison County.

Proposed National Forest Camping Areas

With increasing demands for camping facilities and a potential overflow of Yellowstone Park campers, the National Forest has designated two sites within the Planning Area as future campgrounds. One proposed site is located just east of the existing Jack Creek Campground in the Madison Mountain Range and would provide 10 camping units. The existing

Jack Creek Campground presently has space for 10 camping units.

The second proposed campground site would be located within the National Forest of the Tobacco Root Mountain Range. This new campground would provide facilities for 10 camping units. As more public campgrounds are made available, a larger number of campers will be attracted to the Planning Area, which in turn increases demands on private camping grounds along with commercial, service, recreation and transportation facilities.

Norris Hill Road Relocation

The relocation of U.S. 287 over the Norris Hill in the northern part of the Planning Area could have a substantial effect on the future of the Planning Area. The present hill facility has a very steep grade causing considerable travel difficulty and road maintenance during the winter months. During the summer, trucks and campers have considerable difficulty climbing the long grade and in turn slow automobile travel. The present road alignment causes considerable costs in time, road maintenance, fuel consumption and accidents. Highway relocation and grade reduction would help reduce these costs, plus enable U.S. 287 to compete for tourists and recreation travel. Other benefits derived could be the possibility of the Planning Area gaining better postal and transport service.

U.S. 287 Highway - Widening Project

At the present time U.S. 287 south of the Planning Area is being widened both in pavement and right-of-way widths enabling for safer, easier travel than was allowed on the previous 22 foot pavement width. It is anticipated that the present widening project will continue north and eventually connect with the Norris Hill relocation during the later part of the planning period - 1980 to 1990. It may be possible during this same time period that U.S. 287 could be reconstructed and widened through to intercept Interstate 90 near Three Forks. This would develop an improved, all weather roadway system between Interstate 90, West Yellowstone and Idaho which could directly benefit the Planning Area. However, due to the widening program and potential increases in traffic volumes, relocation of the existing U.S. 287 through Ennis may be required. It is necessary therefore, to consider the best possible location for this facility which will provide safe, efficient traffic, but not jeopardize highway oriented businesses located within the Planning Area.

New Hospital and Nursing Home

A new hospital facility and proposed county nursing home are presently being considered.

Aside from providing more hospital services, the proposed hospital-nursing home complex would produce additional employment opportunities to the Planning Area.

Demands placed on Ennis Community facilities will include increased water and sewer requirements and increased traffic volumes resulting from hospital and nursing home staff, visitors and services.

Relocation of State Highway Garage

The relocation of the State Highway Garage from north Ennis to the Spring Creek Road turn-off will not have a significant impact on the Planning Area with the exception of aesthetics. Due to the type of building construction and outside storage of highway maintenance equipment, the visual appearance of the north entrance to Ennis was somewhat hampered. With the relocation of the highway facility, the north entrance to Ennis would be improved, depending on the type of land use and/or facility that will replace the State Highway Garage on its present site. Proposed relocation of the State Highway Garage is anticipated to take place within two years.

County Airport Facility

An engineering study has just been completed determining the feasibility and possible location for a new county airport facility. Potential feasible airport locations include:

(1) Present private airport site

(2) Potential site on the bench just south of the Jack Creek Road

(3) A possible location northwest of Cameron.

Many factors enter into the ultimate selection of the airport site and development including: available funds for site acquisition and development, availability of land for purchase, size of facility, wind direction, distance from Ennis, and user demand for the facility. Basic considerations of development after an airport site has been selected would be: zoning adjacent areas relative to height restrictions, allowable density of development within flight patterns, noise, visual appearance of airport facility, and traffic volumes generated by the airport facility.

DEVELOPMENT AND GROWTH POTENTIALS

The Madison Valley is on the threshold of changing from its once somewhat isolated ranching and wilderness country to become a recreational area serving local urban centers and the increasing number of tourists traveling through the Valley from all parts of the United States. At the present time, recreational development has been limited to a few motels, lodges, public and private camping areas, summer homes, cabins and dude ranches. With an increasing number of people coming into the Valley, more and larger residential, commercial, and recreational developments are likely to occur.

The Gallatin Valley is presently experiencing development of the Big Sky Recreational Complex, which when completed, will consist of two "villages" located near the base of Lone Mountain. The Recreational Complex is being promoted as becoming one of the most complete year around recreation areas in America. Anticipated in conjunction with the Complex is the possible construction of a road connecting the Gallatin and Madison Valleys. It is highly unlikely that the Madison Valley will have a recreational development of Big Sky magnitude take place in such close proximity to the Recreational Complex presently being constructed. However, with the attraction of the Big Sky Complex and the increasing number of people coming into the Madison Valley seeking recreation, the potential for growth and development as a recreational area is unlimited. Land within the Planning Area is presently being subdivided at an increasing rate for both permanent and summer homes. Future development can either alter the landscape to produce a very unattractive environment, or it can retain its present form which is well known and valued. In order to retain the present form, future development must utilize the advantages of the natural environment.

The present landscape with its mountains, streams and rural character lends itself to a number of recreational activities, but its future will depend on the willingness of local citizens and organizations to retain this valuable resource.

GOALS AND OBJECTIVES

The goals contained in this report represent considerable work by the Ennis City-County Planning Board. The Ennis Planning Board re-examined community problems determined earlier during the reconnaissance phase of the planning program and developed a series of questionnaires designed to obtain community goal responses concerning housing, residential development, commerce, industry, recreation, transportation, utilities, natural resources, and aesthetics. The questionnaires were then distributed to local citizens, groups, and governmental agencies in an effort to find community consensus concerning each goal element. The goals developed represent community areas of concern and provide a framework for planning and action programs.

Four primary goals were developed which provide the basis for the subsequent categorical goals, objectives and standards and the entire planning program.

Primary Goals

1. Improve the Ennis Planning Area Economy and Employment Opportunities.
2. Create More Attractive Community Development.
3. Preserve and Enhance the Aesthetics within the Ennis Planning Area.
4. Conserve the Natural Environmental Quality of the Madison Valley

Residential

Goal: Improve the quality of the living environment within the Ennis Planning Area.

Objectives:

(1) Encourage the provision of an adequate supply of sound housing to meet the needs of both present and future Planning Area populations.

(2) Develop necessary measures to prevent the effects of deterioration and blight within existing residential areas by encouraging the removal or improvement of all sub-standard structures.

(3) Encourage the preparation and adoption of building and housing codes.

(4) Protect residential areas from the encroachment of incompatible or unrelated uses.

(5) Develop residential areas with density patterns that are related to existing and proposed public facilities and services.

(6) Develop both low and medium density residential areas with a variety of housing types.

(7) Provide for a more effective delineation of residential areas utilizing natural and man made features.

(8) Encourage the design of subdivisions with a variety of lot sizes related to anticipated housing types including mobile home subdivisions.

(9) Encourage the maintenance of residential areas including vacant lots, fence lines, and boulevards.

(10) Provide for safer, more dust free residential areas through more adequate street and subdivision design.

(11) Ensure proper location of housing and residential areas through consideration of soils capability, flood plains, topography, and such other conditions which may act as a detriment to proposed development.

Commercial

Goal: Improve business conditions in the Ennis Downtown and Planning Area.

Objectives:

(1) Encourage the development of tourist-related commercial facilities, which will improve the Planning Area's competitive position for tourist trade.

(2) Retain the present Ennis Central Business District as the focus of Planning Area business and shopping activity.

(3) Encourage commercial development characterized by proper location, adequate sites, sufficient off-street parking and attractive design.

(4) Create an attractive downtown appearance through present green area retention, and the provision of adequate side walks, tree plantings, and building maintenance.

(5) Encourage the continued use of contemporary western as a design theme within the Downtown Area.

(6) Discourage strip commercial development along arterial highways. Encourage the improvement of existing commercial areas along arterials by grouping related uses into orderly clusters, thus reducing traffic hazards and congestion on arterial streets and improving the visual image of these streets.

(7) Encourage use of vacant floor space through expansion of business opportunities.

Industrial

Goal: Provide a more diversified year around economy.

Objectives:

(1) Encourage the establishment of properly located light industry which will assist in improving available job opportunities.

(2) Protect potentially desirable industrial lands from preemption by residential or other unrelated or incompatible uses.

(3) Provide for the proper location of industrial uses according to the demand on public facilities.

(4) Encourage site design of light industrial areas previous to development.

(5) Utilize effective screening of light industrial areas.

Community Facilities and Utilities

Goal: Provide for social, cultural, governmental and service needs of the community at least cost to the taxpayer.

Objectives:

(1) Encourage the provision of social and cultural facilities within the Ennis Planning Area, including a public library and Civic Center.

(2) Provide for strategically located, adequately designed and attractive community facilities.

(3) Encourage the coordination of agencies and organizations providing utilities, services and facilities.

(4) Encourage the planning of community services providing for the most services of adequate quality for the least amount of funds.

(5) Ensure the provision of higher quality community services when available funds permit.

(6) Encourage the installation of basic utility systems prior to development taking place within a subdivision if available.

(7) Encourage the installation of underground utilities.

Parks and Recreation

Goal: Promote the development of recreational facilities which will benefit both the Ennis Planning Area residents and economy.

Objectives:

(1) Encourage the provision of park facilities and land area requirements commensurate with the needs of the area served, at present and in the future.

(2) Encourage where possible the development of parks and open space along the Madison River.

(3) Encourage the joint use of park and recreational activities with schools.

(4) Encourage the preparation of improvement programs for the parks acquired through subdivision requirements.

(5) Encourage the development of facilities which will promote the recreational economy of the Madison Valley covering a wide range of activities.

(6) Encourage development of recreational facilities which will not detract from the natural environment of the Madison Valley.

(7) Encourage the development of year around recreational facilities.

Transportation

Goal: Increase the availability and efficiency of transportation facilities in the Ennis Planning Area.

Objectives:

(1) Encourage the design of a balanced highway and street system to serve the existing and projected land use pattern.

(2) Develop adequate street design and construction standards according to the function the street serves such as arterial, collector, or residential access.

(3) Discourage further access approaches on State 287 at the west Ennis curve.

(4) Provide for controlled access of arterial streets.

(5) Encourage the design of residential street systems which consider topography, safety, and well being of present and future residents concerned.

(6) Encourage the paving of streets within Ennis, and in the Planning Area where traffic volumes warrant need.

(7) Encourage the elevation of county roads in order to prevent snow, water and drainage problems.

(8) Promote the provision of adequate air travel facilities for the community.

(9) Promote the development of adequate transport freight, postal freight and passenger services to the Ennis Planning Area.

(10) Improve the accessibility, parking, vehicular and pedestrian circulation within the Ennis Downtown Area.

Agriculture

Goal: Encourage the continued growth of the Agricultural Economy.

Objectives:

(1) Ensure recognition of the importance of agriculture to the economic base of the community.

(2) Develop preventive measures against urban sprawl moving into agricultural areas.

(3) Encourage protective measures such as flood control, soil and water conservation for agricultural lands.

Natural Resources

Goal: Provide for the utilization of natural resources while retaining environmental quality.

Objectives:

(1) Provide protection and proper management of natural resources.

(2) Encourage measures which will minimize air and water pollution.

(3) Ensure the protection and preservation of the natural character of the Madison Valley.

Aesthetics and Environment

Goal: Provide for an attractive environment within the developed portions of the Ennis Planning Area and the protection of the natural environment within the Madison Valley.

Objectives:

(1) Recognize the need for continued surveillance of blighted and mixed land use areas and the development of programs to reduce or eliminate the effects caused by their existance.

(2) Encourage the maintenance of vacant lots, alleys, boulevards, and rural roadways.

(3) Encourage the use of screening between residential, commercial and areas set aside for light industry.

(4) Establish a program for improvement of entrances to the community.

(5) Provide for land use controls which will prevent incompatible land use development in the future.

(6) Encourage the protection of the natural environment within Madison Valley.

(7) Encourage regulations which control the use of signs along public thoroughfares.

(8) Encourage the study of methods for lowering water costs for the purpose of landscape irrigation.

(9) Provide for the elimination of open range practices within the Ennis City limits.

DEVELOPMENT STANDARDS

Residential Standards for Development

Residential development is characterized by various densities which can range from one dwelling per 10 acres in the rural areas to over twenty-five units per gross acre. Density is the determinant of the size and spacing of streets, location of schools, parks, commercial areas and the location and capacity of public utilities.

The following criteria shall be used as a guideline to determine the appropriate density for any given area within the Planning Area.

Density Range Designations

Designations	Range (D.U.'s Per Acre)
Low-Agriculture	1 D.U. and under per 5 Acres
Low-Suburban	4 and under
Low-Medium	5 - 8
Medium-High	Over 9

Low Density - Single-Family Units

1. Develop where a substantial portion of lots are already developed as low density.
2. On land with from ten to twenty-five percent slope.
3. In areas not subject to flooding.
4. On land geographically isolated from urban water and sewer services or in areas having available water and/or sewer.
5. In areas subject to fluctuations resulting in high water tables.
6. In areas under airplane flight patterns.

Low-Medium - Single and Two Family Units

1. Develop where a substantial portion of lots are already developed as medium density.
2. On land with from one to five percent slope.
3. In areas having both community water and sewer services.
4. In areas not subject to flooding.

Medium-High Density - Two and Multi-Family Units

1. On land adjoining, or convenient to major arterials.
2. On land adjoining shopping facilities, cultural centers, having special amenities, or access to permanent open space.
3. In areas adjacent to the CBD requiring rehabilitation.
4. Mobile home units situated in mobile home parks can be treated as multi-family residential uses and be functionally convenient to a major arterial.

Residential street systems should be designed to provide maximum circulation and access to adjoining properties and contribute open space for common use.

Commercial Areas

Commercial development has a close and predictable relationship to community development. A given level of population and income creates a demand for a given level of business and service. A compatible relationship between business districts and nearby residential areas is possible through use of topography, transitional areas, alleys, back-up lots, landscaped features and fences or walls.

The following criteria are offered for future development.

Central Business District (CBD)

The CBD should be the major commercial and service area of the community and trade area. In order to maintain the CBD as the central commercial facility, the following criteria are essential:

(1) Ample, convenient low cost off-street parking.

(2) Minimal conflict between pedestrian and vehicular traffic.

(3) Phasing out of uses which do not contribute to its unique and important purpose.

(4) Aesthetic attractiveness stressed through architectural treatment, landscaping and the provision of areas designed for use of the pedestrian.

(5) Inclusion at suitable fringe locations:

  (a) Appropriate government offices.

  (b) Multi-family development.

  (c) Wholesale, storage and distribution facilities.

(6) Office space for administrative and professional uses.

(7) Convenient vehicular access to the area via major arterials.

Highway-oriented Commercial

Highway-oriented commercial consists of such uses as automobile dealers, motels, service stations, auto repair garages, mobile home sales and drive-ins. These types of businesses generally depend upon a large land mass, a flow of traffic and easy accessibility by that traffic. Since facilities of this type are designed to attract through traffic, they should be located so as to have the least possible conflict with local business traffic.

Highway-oriented business should be located functionally convenient to intersections of primary arterials.

The extension of highway commercial activities as strip developments should be discouraged. Highway commercial facilities should be set back from major arterial systems and grouped to share common parking areas.

Service roads with sufficient deceleration and acceleration space, traffic control devices and warning signs should be used whenever necessary to prevent the serious traffic hazard which can arise from poorly planned access.

Light Industrial Areas

Industrial activities involve processing, handling and creating of products, and research and technological processes. These uses should be interrelated in terms of intensity of use, and be operated and situated to minimize the external effects of traffic congestion, noise, glare, air and water pollution, fire and safety hazards.

Industry requires:

1. Relatively large tracts of land, preferably with less than 5 percent slope.

2. Fast, easy and convenient access to good transportation facilities.

3. An adequate amount of suitable land, free from foundation and drainage problems with a sufficient reserve for future growth for fifty years.

4. Adequate and reliable utilities: water, waste disposal, power and fuel.

5. Protection from encroachment by residential or other urban uses.

6. Locations that minimize obnoxious external effects on neighboring non-industrial land uses.

Community Facilities

Schools

School sites should be planned in relation to both the existing pupil population and the expected future pupil population and distribution. The customary requirements of natural terrain set a limit of five percent for slopes for such facilities as playgrounds, playfields, and building sites. In addition, where possible, school site locations should be selected where the site would blend into adjacent marginal areas and potential expansion areas.

Rural elementary schools should be designed to accommodate a minimum service area of 180 pupils. The elementary school, serving a densley developed neighborhood, should have a minimum site size of five acres to serve up to 300 pupils, plus one acre per each 100 pupils. The furthest dwelling served should not be in excess of three-quarters of a mile in terms of walking distance from the school site. In low density areas schools are usually located beyond maximum recommended walking distances and are required to provide bus service. Elementary school design features include:

(1) A location near the center of developed residential areas and near or adjacent to other community facilities.

(2) Accessible by footpath from the maximum number of dwelling units without crossing any streets.

(3) Located near the center of the student population.

Ideally, a Junior High School facility should serve between three and five elementary schools. A minimum basic site size of ten acres up to 300 pupils plus one additional acre for each 100 pupils is the standard subscribed to by Montana State School Authorities. The recommended maximum enrollment is 450 pupils per school. The suggested maximum walking distance from the furthest dwelling is one mile. Over one mile, buses should be provided. Junior High School design features include:

(1) Location near concentration of dwelling units or near center of residential area.

(2) Located adjacent to a park area

(3) Adequately screened from noise and objectionable uses.

The Senior High School facility generally serves a larger area. The recommended minimum site is ten acres up to 300 pupils plus one additional acre per each 100 pupils excluding football stadiums. A modern high school should have a football field and track for competitive sports and a parking area for spectators (six to eight acres), parking area for students, faculty and visitors (five to six acres), and a considerable area for buildings. School authorities recommend a maximum enrollment of 1,500 students per school, with an average of 25 students per classroom.

Recreation

Recreation areas should be planned to provide an adequate and equitable distribution of playground, specialized active facilities, playfield and park recreation sites within a community.

STANDARDS FOR RECREATIONAL ACTIVITIES

Type of Recreational Activity	Space Requirement for Activity Per Population	Ideal Size of Space Req'd For Activity	Recreational Area Wherein Activity May Be Located
Active Recreation			
1. Children's Play Area (with equipment)	0.5 acre/1,000 pop.	1 acre	Playgrounds-Neighborhood Parks, Comm. Parks, School Playgrounds
2. Field Play Areas for Young Children	1.5 acres/1,000 pop.	3 acres	Playgounds-Neighborhood Parks, Comm. Parks
3. Older Children-Adult Field Sports Activities	1.5 acres/1,000 pop.	15 acres	Playfield-Community Park District Park
4. Tennis-Outdoor Basketball Other Court Sports	1.0 acres/5,000 pop.	2 acres	Playfield-Community Park
5. Swimming	1 outdoor pool/25,000	Competition size + wading pool 2 acres	Playfield-Community Park
6. Major Boating Activities	100 acres/50,000	100 acres and over	Major Urban Parks - Regional Park or Reservation
7. Hiking-Camping-Horseback Riding-Nature Study	10 acres/1,000 pop.	500-1,000 acres	Major Urban Park - Regional Park
8. Golfing	1-18 hole course per 25,000	120 acres	Community Park - Major Urban Park
Passive Recreation			
1. Picnicking	4 acres/1,000 pop.	Varies	All Parks
2. Passive Water Sports Fishing-Rowing-Canoeing	1 Lake per 25,000 pop.	20 acre water area	Community Park, Special Regional Reservations
3. Zoos, Arboretums, Botanical Gardens	1 acre/1,000 pop.	100 acres	Major Urban Park or Special Facility

STANDARDS FOR RECREATIONAL ACTIVITIES (Continued)

Type of Recreational Activity	Space Requirements for Activity Per Population	Ideal Size of Space Req'd For Activity	Recreational Area Wherein Activity May Be Located
Other			
1. Parking at Recreational Area	1 acre/1,000 pop.	Varies	Playfields, Comm., Major Urban Park & Regional Parks
2. Indoor Recreation Center	1 acre/10,000 pop.	1-2 acres	Community Parks
3. Outdoor Theaters, Band Shells	1 acre/25,000 pop.	5 acres	Major Urban Parks

STANDARDS FOR RECREATION AREAS

	Acres per 1,000 Population	Size of Site in Acres		Radius of Area Served
		Ideal	Minimum	
Playgrounds	1.5	4	2	0.5 miles
Neighborhood Parks	2.0	10	5	0.5
Playfields	1.5	15	10	1.5
Community Parks	3.5	100	40	2.0
Major Urban Parks	2.0	200	100	
Regional Parks and Reservations		500-1,000	Varies	

Fire Stations

Fire protection facilities should be spaced with population densities, building densities, and within the major road system of the area. Fire stations should be located on sites having direct access to major or secondary thoroughfares and be located in areas free of topographical barriers that could cause time consuming delays.

The National Board of Fire Underwriters recommends the following standards:

	Response Distance in Miles		
Type of Station	High Value District	Low Density Residential	High Density Residential
Engine Co.	1	2	1 - 1½
Ladder Co.	1-1/4	3	2

Streets and Highways

Thoroughfares are generally classified as to function in serving different categories of traffic and traffic generators.

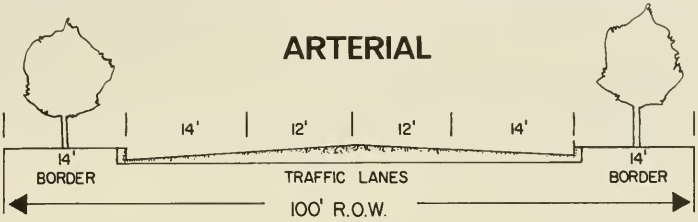
Arterials

Arterials facilitate the movement of traffic to major traffic generators, such as the central business district, highway shopping areas, or expedite the movement of through traffic. They collect and distribute traffic from interstate systems to less important streets or directly to traffic destinations. Major arterials should not bisect a neighborhood, a shopping area, a park or any other unified area.

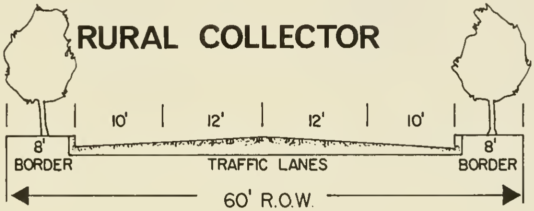
Collectors

These arterials collect and distribute traffic from higher arterials to less important streets, and serve secondary traffic generators such as schools, athletic field, major parks, churches, and residential areas. Collectors should serve as an arterial street within neighborhoods or outlying rural areas. Design standards for a rural collector system could also be used for commercial access.

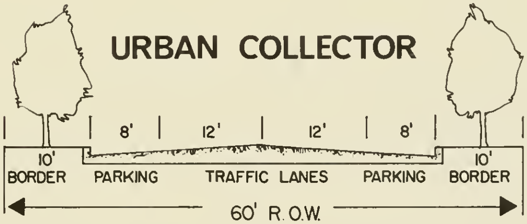
ARTERIAL



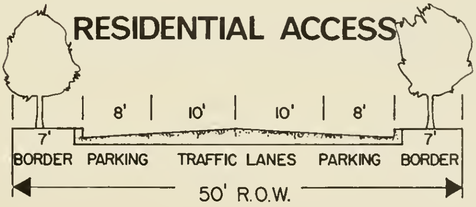
RURAL COLLECTOR



URBAN COLLECTOR



RESIDENTIAL ACCESS



Street Cross Sectional Design Standards

Residential or Local

The basic purpose of the residential or local street is to provide access to property abetting the public right of way; this includes both vehicular and pedestrian access. Moving traffic is a secondary function.

DESIGN STANDARDS FOR ROADS AND STREETS

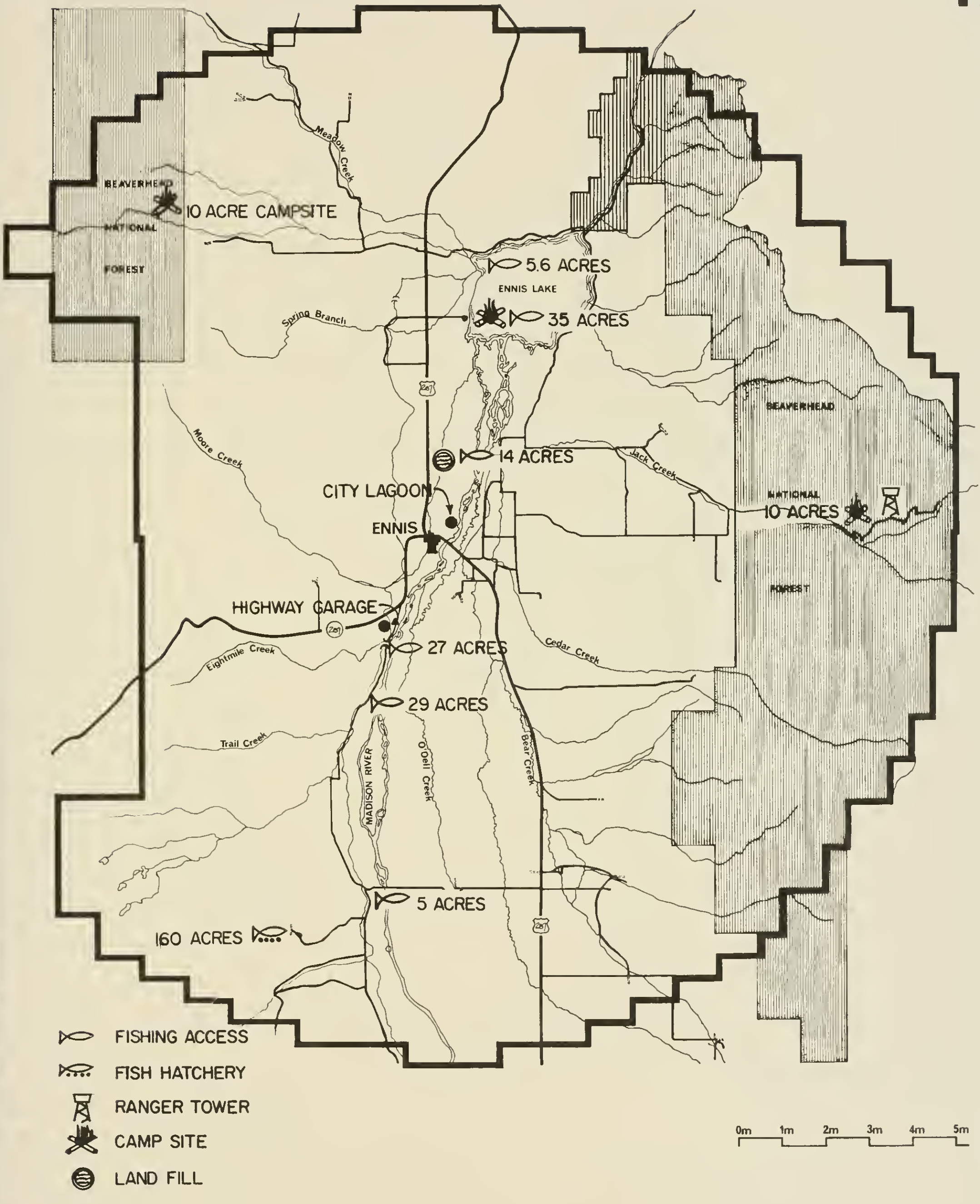
Type of Facility	Daily Traffic Volume	Proposed Rights-Of-Way (in feet)	Paved Distance Between Curbs (in feet)	No. of Moving Lanes
Residential Access	Variable	50	36	2
Commercial Access	Variable	50	36	2
Collector	500-2,500	60-66	36-40	2
Arterial	5,000-15,000	60-100	44-52	2-4

Agricultural Areas

In recognition of the fact that prime agricultural land is a major natural resource that cannot be made nor increased and is a vital source of physical products for man's well-being, it is essential to preserve the unreplaceable agricultural lands as far as is reasonable and encourage its continued use for agriculture.

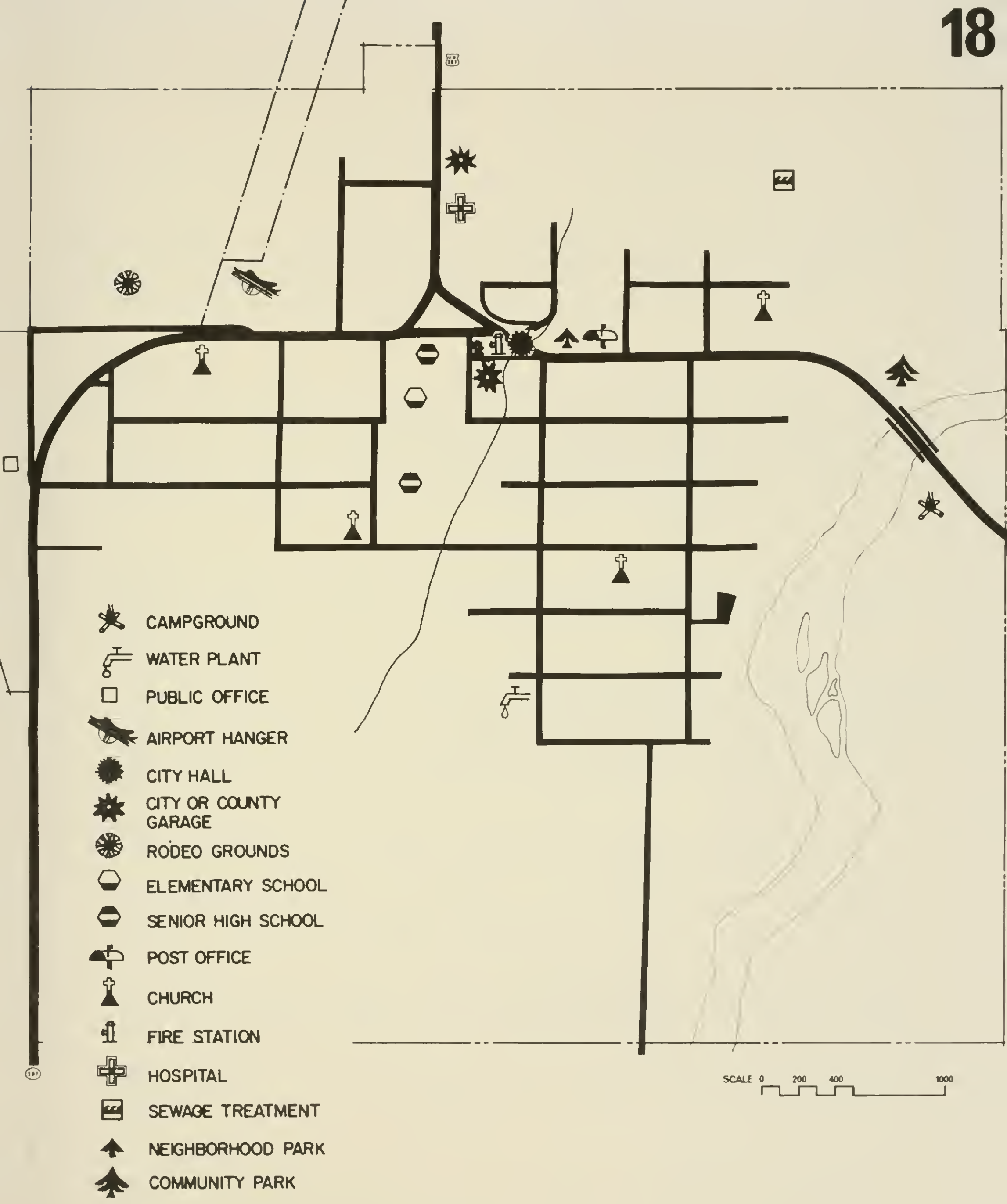
The purpose of land classification and its application, therefore, is to accomplish this objective by discouraging the encroachment of urban sprawl development by establishing high minimum area standards and permitting only such uses as relate to agricultural production and/or related activities. When urban development consumes open land in the proximity of existing urban area, agricultural land should be released from ten-acre parcels for conversion to a more intensive urban development, provided the land proposed for urban development will be served, within a reasonable period of time, with utilities and other services expected in an urban type development.

17



Existing Community Facilities

18



Existing Community Facilities

COMMUNITY FACILITIES

Existing Community Facilities

Public facilities are physical evidence - buildings, land, equipment and activities - of governmental services on behalf of the public. They are important components of the Ennis City-County Planning Area and add immeasurably to the quality of life. Figures 17 and 18 depict present facilities available to Planning Area residents.

Schools

The need for a well rounded education program is generally recognized by responsible citizens within the Community. Such a program must never be permitted to remain static but should be revised periodically to keep pace with sociological and technological advances in our changing society.

School Capacities and Enrollments

As of September 1971, the Planning Area had one high school and one elementary school. Both of these school facilities were located at Ennis.

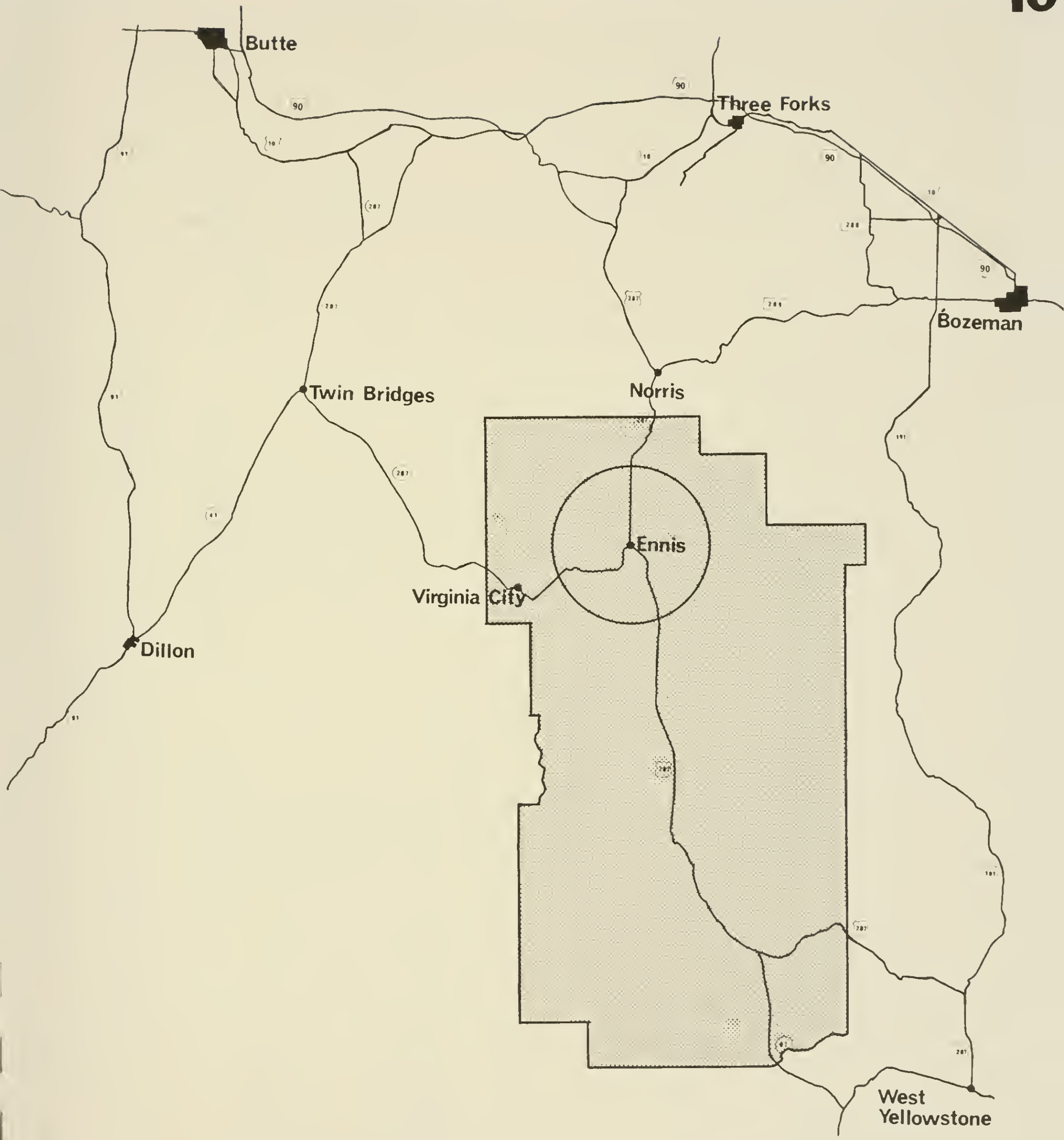
The Madison Valley High School District covers the entire length of the Madison Valley from the Norris Hill area south to the Madison County line and extends westward to Virginia City. The elementary school district, as shown in Figure 19, covers the same geographical area as the high school district but does not include the Virginia City or Norris areas.

An inventory of the Madison Valley School District secondary and elementary school facilities is presented in Table 45.

The Madison Valley High School, a new facility, has a capacity of 270 pupils compared to a 1971 enrollment of 176. The high school includes grades 7 through 12.

Although constructed in 1954, the elementary school appears to be structurally sound with the exception of a few needed minor repairs. The elementary facility has a pupil capacity of 180. In 1971 school enrollment for grades 1 through 6 was 153 students.

Both school levels have enrollments below their facility capacities.



School District Boundries

TABLE 45

MADISON VALLEY CONSOLIDATED SCHOOL DISTRICT FACILITIES

NAME OF SCHOOL	High School	Elementary School	Bus Garage
DATE BUILT	1970	1954	1960
Original Building	1970	1954	Two Stalls
Additions, Major Repairs	None	Proposed 1972	1967 Two Stalls
SITE SIZE (Acres)	9.75	4.13	.46
Total Site Area	424,550	180,000	20,000
Building Area	40,000	20,014	10,000
Playground Area	384,550	160,000	10,000
NUMBER CLASSROOMS (total)	12	7	---
Regular Classrooms	9	6	---
Other Instruction Rooms	3	1	---
SERVICE ROOMS	11	5	---
Gymnasium	---	---	---
Auditorium	---	---	---
Combined Gym-Auditorium	1	1	---
Cafeteria	---	1	---
Library	1	---	---
Laboratory	1	1	---
Arts and Crafts	1	---	---
Shops	---	---	---
Offices	6	1	---
Other Teachers' Lounge	1	1	---
PLAYFIELDS (number)	1	3	---
Basketball	---	2	---
Football	combined 1	---	---
Tennis Courts	---	---	---
Other - Track	combined 1	---	----
PLAYGROUND APPARATUS	---	15	---

SOURCE: CTA Community Facilities Inventory 1971

The Madison Valley High School, a new facility, has a capacity of 270 pupils compared to a 1971 enrollment of 176. The high school includes grades 7 through 12.

Although constructed in 1954, the elementary school appears to be structurally sound with the exception of a few needed minor repairs. The elementary facility has a pupil capacity of 180. In 1971 school enrollment for grades 1 through 6 was 153 students.

Both school levels have enrollments below their facility capacities.

ENNIS SCHOOL FACILITIES

High School - 7th to 12 Grade

Present Design Capacity	
9 classrooms x 30 pupils	270 pupil capacity
1971 school enrollment	176
Present Surplus Capacity	94

Elementary School - 1st to 6th Grade

Present Design Capacity	
6 classrooms x 30 pupils	180 pupil capacity
1971 school enrollment	153
Present Surplus Capacity	27

Anticipated 1990 population and enrollment forecasts suggest school facility needs for 417 pupils. Both elementary and secondary school facility plants would be capable of handling the projected enrollment. However, before enrollment levels become critical, a new elementary school site should be considered

School Site Evaluation

One of the most important factors to be considered in a school site, is its geographical location with respect to student population. This is true whether the pupils walk to school or are transported by bus. Overall, the present site of the two school facilities is well located with respect to existing population concentrations and highway networks.

Based on standards stated previously, a minimum elementary school site should contain five acres plus one acre per 100 pupils. The present elementary site is 4.13 acres. This does not mean the school is substandard. The reason being that the student capacity of the present elementary school is lower than the school facility size for which these standards were established.

Standards for senior high school facilities recommend a minimum site of ten acres for up to 300 pupils plus one additional acre for each 100 pupils. The Madison Valley High School site contains 9.75 acres. In terms of student load the high school site has adequate land area to meet the above criteria.

Prior to the elementary school reaching enrollment capacity levels a new elementary school site should be acquired. Approximately five acres should be acquired in the newly developing residential area to the southwest of the present Ennis Corporate limits. Consideration should be given to the possibility of developing this school site in conjunction with a proposed park facility. School-park combinations provide for increased use of both site and facilities with lower maintenance costs, and thus, lower costs to the taxpayer.

Public Utilities

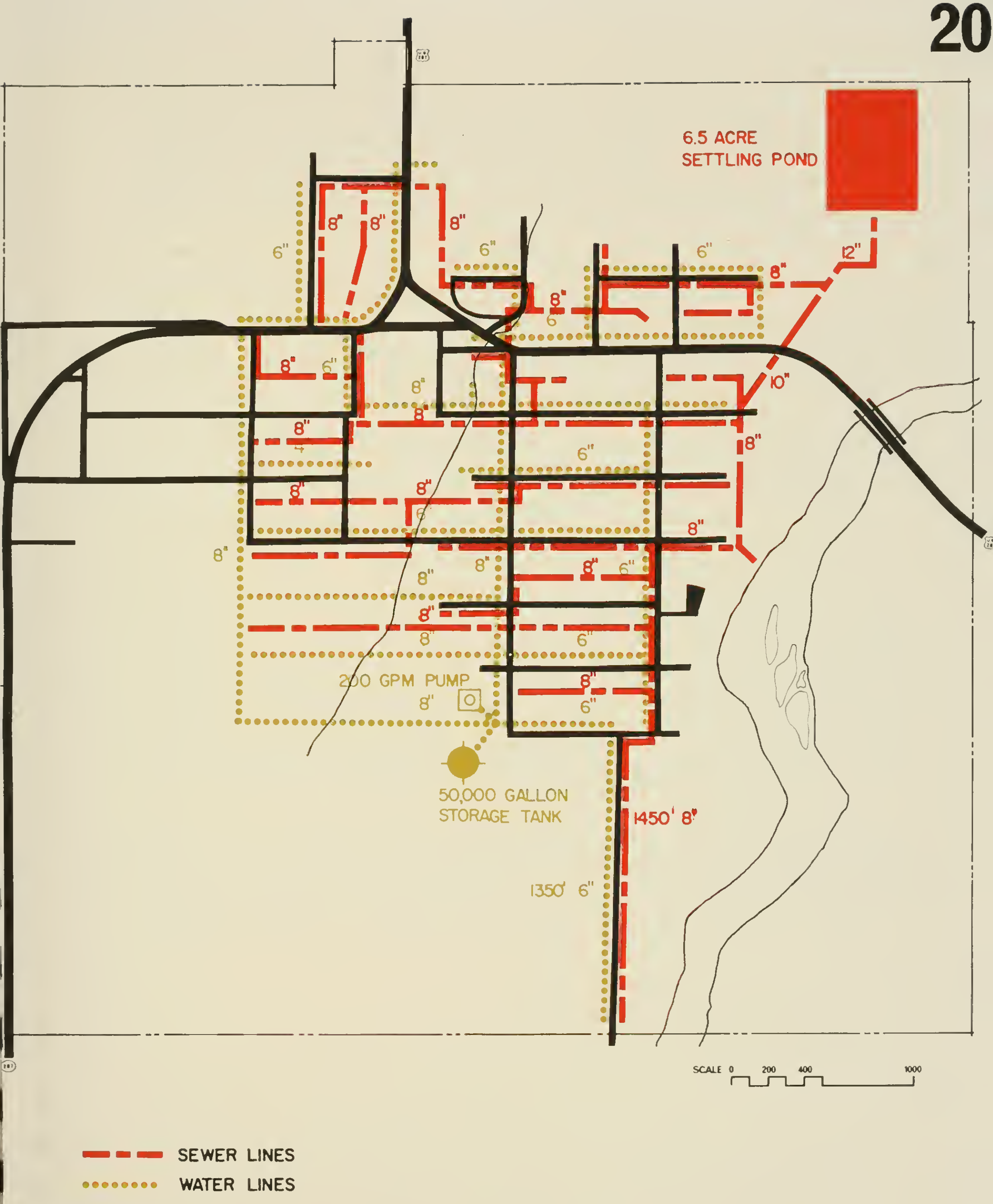
Public utilities are provided in response to existing and prospective patterns of urban development. Changes in the intensity and type of land development profoundly influence the requirements for public utilities. For example, as the land use changes in character from essentially rural to predominantly urban the method of sanitary disposal will change from individual septic tanks to central collection and treatment systems. The critical point at which the land utilization will require a change from septic tanks or individual wells to a public system is a matter of concern. No fixed rule can be applied to an area. Many factors must be considered, e.g., size of the area, population density, type of development, soil characteristics, topography, existing facilities, local codes, health and sanitary considerations, and operational practices and policies established by public agencies and utility companies.

Sewage Disposal

Safe disposal of wastes is vital to the health of every Planning Area resident. Pollution of streams and ground water, which often results from inadequate treatment of sewage, can endanger the health of the entire Planning Area - lower property values and deprive residents maximum use of available water resources.

The primary purpose of a sewage disposal system is to prevent the spread of disease among humans by reducing the toxic and obnoxious characteristics of sewage wastes.

Sewage disposal methods may be divided into two categories: on-site and central systems. In an on-site system the entire sewage disposal process takes place on the same site as the building being served. In a central system the raw sewage is collected by a system of pipes and conveyed to a central plant for treatment and disposal.



Water and Sewer Systems

On-Site Disposal Systems

In the Ennis Planning Area, septic tanks are the most commonly used method of on-site sewage disposal. This system is an approved method of sewage disposal in sparsely populated areas and small urbanizing centers where soil and hydrological conditions are favorable and a central sewage disposal system is not economically feasible.

Central Sewage Systems

One of the consequences of urban growth is the need for providing adequate sewers, efficient means of sewage treatment and efficient disposal. Central sewerage systems are composed of two elements: a collection system and treatment facility.

Of the estimated 1200 people presently living in the Planning Area, approximately 500 persons live in homes that are served by the Ennis central sewage collection system. The Ennis system generally serves only residents located within the City Corporate limits at the present time.

The Ennis central sewage system is illustrated in Figure 20.

Anticipated population numbers, as presented in Table 46. indicate that the present Ennis stabilization pond will have to be enlarged by 1992 to seven acres, in order to provide adequate treatment for the 180 additional residents. For the most part, the Ennis sewage collection facilities are adequate to meet both existing and future needs. The problem is one of orderly extensions of sewer lines to serve developing areas around Ennis. The sewage collection system can be extended to the south and west to provide service to adjoining suburbanizing areas, without jeopardizing the present Ennis collection system.

Due to their low population densities, the communities of Jeffers, McAllister, and Cameron are presently on septic tanks. Present problems of high ground-water table, the possibility of water well contamination and anticipated population increases indicate needs for central sewer systems in McAllister and Jeffers.

PLANNING AREA SEWER FACILITIES AND FUTURE DEMANDS

	Average Sewage Flow	Collection System (Laterals, Trunk, Outfall)	Stabilization Pond (180 Day Storage)	Present Pond Size	Pond Site Size	Deficit
Design Standards	100 gpcpd*	6"-390 pop. 8"-720 pop. 10"-1,150 pop. 12"-2,920 pop.	1 Acre per 100 Population	--	--	--
Ennis						
Present Pop. 501	50,100	8,10,12 inch	5 Acres	6.5 Acres	10 Acres	None
Projected Pop. 684	68,400	8,10,12 inch	7 Acres	--	10 Acres	None
Jeffers						
Present Pop. 45	4,500	Septic Tanks	None	--	--	--
Projected Pop. 70	7,000	6,8,10 inch	1 Acre	--	--	2-3 Acre Site Collection System & Stabilization Pond
McAllister						
Present Pop. 40	4,000	Septic Tanks	None	--	--	--
Projected Pop. 70	7,000	6,8,10 inch	1 Acre	--	--	2-3 Acre Site Collection System & Stabilization Pond
Cameron						
Present Pop. 10	1,000	Septic Tanks	None Required	--	--	None Required
Projected Pop. 5	500	Septic Tanks	None Required	--	--	None Required

* Gallons per Capita per Day

TABLE 47

PLANNING AREA WATER FACILITIES DEMANDS AND NEEDS

	Distribution System Pipe Size	Water Demand	Well and Pump Output	Required Fire Storage	Required Storage Capacity	Total Storage Capacity	Present Capacity	Deficit
Design Standards		Ave. Day 200 gpcpd*	2 x Ave. Day	Varies	Ave. day's Consumption	Fire Storage & storage capacity	--	--
Ennis Present Pop. 501	4,6,8"	100,200	required 140 gal. per min. present 200 gal. per min. (one well, need standby well)	36,700	100,200	136,900	50,000	-86,900 (storage and standby well
Projected Pop. 684	4,6,8"	136,800	future 200 gal. per minute per well	43,000	136,800	179,800	50,000	-129,800 (storage & pump)
Jeffers Present Pop. 45	undetermined	9,000	constant pumping 13 gal. per minute	Not feasible	9,000	9,000	1,500	-7500 (storage)
Projected Pop. 70	4" minimum	14,000	future requirement if constant pumping would be 40.0 gal. per minute 20 gal. per minute w/storage	30,000	14,000	44,000	1,500	-42,500
McAllister Present Pop. 40	none	8,000	private wells	none	none	none	none	Lack system
Projected Pop. 70	4" minimum	14,000	20 gal. per minute	30,000**	14,000	44,000	none	-44,000 Distribution & Storage
Cameron Present Pop. 10	none	2,000	private wells	none	none	none	none	none
Projected Pop. 5	none	1,000	private wells	none	none	none	none	none

*Gallons Per Capita Per Day
**Minimum accepted by Montana Fire Rating Bureau

Water Supply

Development of an adequate water supply is one of the most vital necessities of an area. We depend on this resource not only for our domestic needs, but also for agricultural, commercial and recreational activities.

The Ennis Planning Area is fortunate in that it has abundant supplies of good quality surface and ground water. Two methods are available for obtaining water for domestic purposes: private wells or a central water distribution system.

Private Wells

For the most part residents of the Planning Area obtain water for domestic needs from individual well sources. These wells vary in depth from approximately 30 to over 100 feet. The major portion of households having private wells also dispose of their sewage through septic tanks, both of which are located on the same lot. Inherent dangers of on-site sewer and water facilities are magnified in areas subject to seasonal high water table fluctuations such as the Madison River flood plain, Jeffers, and lower Meadow Creek.

Central Water Systems

Presently there are two central water systems located within the Ennis Planning Area. These water systems are located at Ennis and Jeffers. The Ennis Central Water System is illustrated in Figure 20. Total water connections amounted to 227 customers. During the summer months on the average 150,000 gallons of water are used per day.

Permanent residents have an estimated water demand of 100,200 gallons per day. The Ennis water system presently needs additional water storage and a standby well both in terms of water availability in event of fire, and for daily storage capacity. Reference Table 47. Projected population demands will require an additional well and pump and a total of 180,000 gallons of reservoir capacity.

The Jeffers central water system presently serves 45 persons. Because of limited storage, constant pumping is required during peak periods to meet water demands. Present water demands require an estimated 9000 gallons daily, leaving a need for 7500 gallons of storage. With anticipated future population demands both pumping capacity and storage capacity will have to be increased to supply average daily demands and meet minimum fire rating standards.

The residents of McAllister obtain their water from private wells ranging in depth from twenty to one hundred feet. The quality of the water obtained from these wells is good. Present development is scattered. The 1990 population of McAllister is expected to increase from forty to seventy. With this increase in population density, a central water system should be developed. At the projected population of seventy persons, 14,000 gallons of water will be required daily as indicated in Table A well and pump providing 20 gallons per minute with a 44,000 gallon reservoir can supply the anticipated water demands and satisfy fire rating criteria.

The community of Cameron with a current population of ten persons is on private wells. Little if any growth is anticipated for Cameron in the future. Because of the low density of development and the present availability of water in abundance and good quality, private wells should continue to be used in Cameron.

Public Recreation

There is no scarcity of available recreational lands within the Ennis City-County Planning Area. In the broadest sense, the Planning Area's available recreational resources encompass most of its combined land and water areas. With thousands of acres in public forest, public domain, State, Bureau of Land Management, and State Fish and Game lands plus the 3500 acre power generation reservoir, the Planning Area's ultimate potential for recreational development is just beginning to be realized.

Inventory of Public Recreation Areas

The following inventory includes all the publicly owned land within the Planning Area upon which some form of recreation is a specifically recognized use. Because the utilization of public recreation areas is influenced by the management policies of the agencies having control over them, the areas are classified as to governmental level and the agency responsible for their management. All of the public recreation areas and facilities, as well as many of the quasi-public and private facilities, are shown in Figure

TABLE 48

PUBLIC RECREATION AREAS

Federal	Number	Acreage	% Total Recreational Area
National Forest Service	2	61,396	95.2
U.S. Fish Hatchery	1	160	.2
Bureau of Land Management	2	2,205	3.4
State			
Fish and Game	7	669	1.0
Local			
City of Ennis	2	13	.1
Others	3	80	.1
Total	17	64,523	100%

Inventory of Public Recreation Facilities

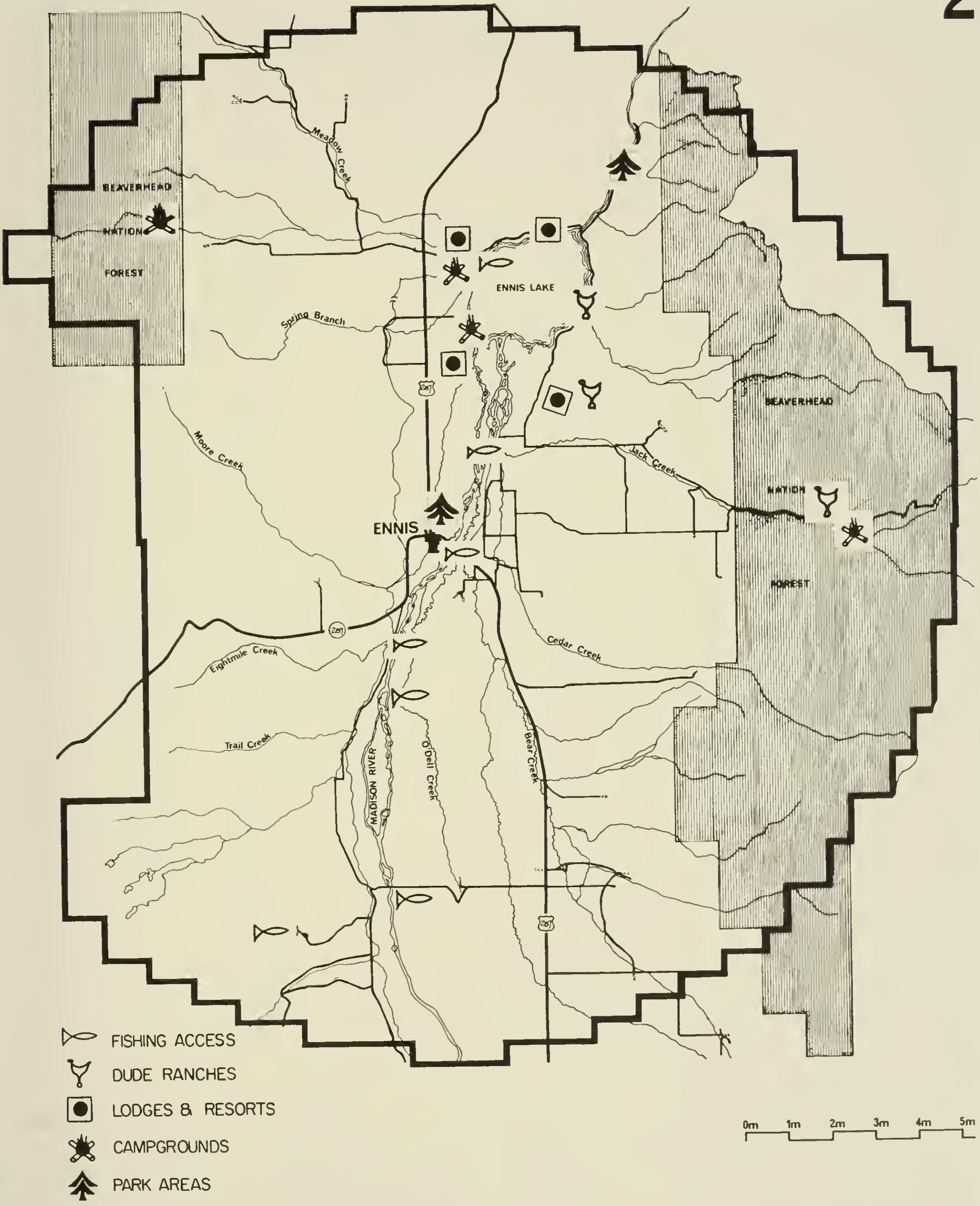
Recreation, as such, represents an activity that is as diversified as individual tastes. The following is an inventory of space and facilities available to both local and non-planning area residents seeking recreational opportunities within the Ennis Area.

The Ennis Planning Area, because of its low population density and concentration, does not have an organized park system as may be found in more highly developed areas. This does not mean the Area does not have any recreational activities available. On the contrary, many recreational activities are being planned for development in the near future. Neighborhood park facilities are lacking in residential areas, however, through control of the future subdivision of land these facilities can be provided. Present community park acreage is limited to the proposed Lions Park site of 12.8 acres which, as demands warrant it, can be expanded along the Madison River flood plain. Major urban and regional park facilities are provided in a general sense by the surrounding National Forest Service and Bureau of Land Management lands.

When existing Ennis Area parks and recreation facilities are compared to the standards adopted by the Planning Board, it appears that, in many respects, the Planning Area is well equipped.

Active Recreation

Ennis has fewer equipped play areas for young children than the



Recreation and Parks

TABLE 49

INVENTORY OF EXISTING RECREATIONAL FACILITIES

	Rodeo Grounds	Downtown Park	Lions Park	High School	Elem. School	Fish & Game Ennis Recreation Area	Fish & Game Access Acres (5)	Beaver Head National Forrest (2)	BLM Access Area (Ennis Lake)	Total Acres
Acres (Total Site)	69.80	.10	12.84	9.75	4.13	60.00	206.60	20.00	35.00	418.22
Children's Play Area					.50					.50
Children's Field Play			1.00		2.17					3.17
Youth, Adult Field Sports			1.50	3.95						5.45
Tennis & Court Sports			.10	.10	.10					.30
Swimming & Skating			1.50				.50		.50	2.50
Boating			.10			.50	.50		.50	1.60
Hiking, Nature								Available		Available
Golfing										0.00
Horseback Riding	47.80									47.80
Snowmobiling								Available		Available
Picnicking		.05	6.00			2.00		Available		8.05
Skiing										0.00
Camping						20.00	20.00	10.00	5.00	55.00
Parking at Rec. Areas	2.00		.54	2.25	.50	5.00	5.00	2.00	1.00	18.29
Indoor Recreation				.50	.25					.75
Passive Recreation	20.00	.10	.50							20.60
TOTAL	69.80	.15	11.24	6.80	3.52	27.50	26.00	12.00	7.00	164.01

present Planning Area population requires. Present childrens play area facilities are concentrated at the elementary school site. Some provision is being made to include childrens play facilities at the proposed Lions Park.

Although not provided in a large specialized area, adequate facilities for youth, adult field sports are available at the high school and proposed at the Lions Park.

In 1971, 13,068 sq. ft. of land were donated for court sports. This amount is adequate to meet existing population standards, however, tennis facilities are lacking.

The proposed Lions Park has included in its design provisions to develop both a swimming pool and a fishing pond which during the winter months could be utilized as a skating facility. Ennis Lake provides approximately an acre of limited swimming facilities at the Fish and Game access area and the Bureau of Land Management access area. Both the Madison River and Ennis Lake - over 3000 acres - provide boating and fishing activities. National Forest and Bureau of Land Management lands provide unlimited opportunities for hiking, horseback riding, nature study, and snowmobiling. Space for horseback riding is also provided at the Ennis Rodeo grounds and dude ranches located within the Planning Area.

Approximately 55 acres of land is provided for campers at the various fishing access areas, National Forest camp grounds and the Bureau of Land Management access at Ennis Lake. In addition, private camping facilities are available at Ennis Lake and at Ennis. Because of the increase in recent camping trends, expansion of the area devoted to this activity may be required in the near future. Recent camping facility expansions have taken place by private owners. The U.S. Forest Service is also proposing improvement of existing camping facilities and the development of a new camping area in the Madison Range.

At the present time, there are no golf courses located within the Planning Area. It is questionable whether both the local and seasonal population could justify a facility. Golfing is presently available at Butte and Bozeman with a new facility proposed at the Big Sky Recreational Complex.

Limited skiing facilities were previously available at Jack Creek. Because of the specialized nature of ski facilities and the possible impact of the proposed ski area at the Big Sky Complex, an in depth study should be made of the possibility of reopening the Jack Creek facility.

Passive Recreation

Picnic facilities receive greatest use from the local residents. Present acreage devoted to this activity amounts to only 2.05 acres. Proposed picnic facilities at the Lions Park would provide an additional 6 acres. Additional pressures are being placed on picnicking facilities by tourists and campers travelling through the Planning Area. Additional space, approximately 2-4 more acres, should be provided at the BLM access area at Ennis Lake and at Fish and Game access areas.

Passive water sports, as with boating activities, can be easily handled by Ennis Lake and the Madison River. The Madison River, because of its fine fishing, has been designated a blue ribbon trout stream.

Indoor recreation has been mainly provided by the schools. Considerable interest has been shown by the young people of the Planning Area for a recreation center.

Interest has also been exhibited for cultural activities. An outdoor stage or pavilion should be considered for such purposes. This type of structure could be effectively utilized during the summer months.

City Hall

The Ennis City Hall, built in 1946, has a total floor area of 1,672 square feet. The fire department is the largest consumer of this space utilizing 880 square feet. The remaining 792 square feet provides space for the town clerk, treasurer, water and sewer supervisors and fire watchman.

The City Hall is rated average structurally, and poor functionally due to the limited space.

Fire Department

The volunteer fire department originally established in 1943, provides service to Ennis and Ennis now has a Class VIII fire rating.

The fire hall located in City Hall was constructed in 1946 with an addition built in 1962.

Present fire department staff includes 28 volunteers who are called in case of emergency by three sirens located at City Hall, the water tower and the center of town.

Fire department equipment includes a 1962 International Pumper with capacity to provide 750 gallons/minute, 41 Ford Pumper with 500 gallons/minute capacity and a four-wheel drive pumper.

The volunteer fire department program is supported by a city mill levy and a rural fire district mill levy.

Police Department

The headquarters of the police department are presently housed at a private residence. The one man staff is on alert 24 hours a day and is deputized by the County Sheriff's Department. Police equipment consists of one police car and a two-way radio communications system. In case of emergencies, the two-way radio is tied to the Montana Highway Patrol and Madison County Sheriff's Department in Virginia City.

Post Office

The U.S. Post Office, a recently constructed, leased structure, is located within the Ennis central business district. The new postal facility has approximately 1750 square feet which has adequate space to meet present and future needs.

Library

Currently there are no library facilities for the Planning Area, with the exception of the high school. A complete library as an independent unit could not be justified, however, a small facility could be set up utilizing volumes from the State Library system.

Hospital

The Madison Valley Hospital facility, a wood frame structure, was constructed in 1950 with a capacity of six beds. In 1961 an addition was built to provide the present capacity of fourteen beds. General hospital services are provided, along with special orthopedic services.

In 1969 there were 351 admissions to the Madison Valley Hospital facility with 2810 patient days.

Ambulance service is provided by the City of Ennis along with flight line service from Belgrade.

Other emergency service includes the Ennis four-wheel drive Search and Rescue unit which is equipped with oxygen and recessitator equipment.

The Madison Valley Hospital serves patients from Harrison to West Yellowstone and is supported by a hospital district levy of one mill.

Because of potential problems with the wood frame structure, a new hospital is being considered in conjunction with a proposed nursing home facility.

County Shops

A county maintenance shop and separate garage, located within the Ennis downtown area, house a two man crew and their necessary equipment. The maintenance shop is approximately twenty-five years old and contains 2800 sq. ft. The county garage, located adjacent to City Hall, was built 50 years ago and has 2400 sq. ft. Present County equipment includes two maintainers, a loader, a bulldozer, a dump truck, an oil tank trailer, a tractor, and two pickups. Functional space is adequate at this time and structural conditions are rated from average to poor.

State Highway Shops

The State Highway Department has a maintenance shop and storage garage both located within the Ennis Planning Area.

The maintenance shop, located in Ennis, was built in 1952 and contains 2600 sq. ft. The State Highway garage, constructed in 1968, includes 2400 sq. ft. and is situated at the intersection of the Fish Hatchery Road and State 287.

Both the maintenance shop and garage are manned by a crew of four men. State Highway equipment includes four dump trucks, a maintainer, a loader and a 650 gal. distributor.

Structurally the shop and garage appear in good condition. Recently consideration has been given to moving the maintenance shop to the present State Highway garage site.

Airport

Ennis and the Planning Area are presently served by a private airport located immediately northwest of the existing Ennis corporate limits.

The present airport facility consists of one unlighted runway and two private hangers. Runway dimensions are 3767 feet in length by 120 feet in width. The runway is constructed of compacted gravel and sand and is oriented in a NNE-SSW direction.

Problems of the airport facility include private ownership, lack of lighting and communications equipment, and runway orientation. Present approaches and takeoffs to the south of the runway require aircraft to be operating, during critical flight operations, over a heavily travelled highway and developed residential and commercial areas.

Recent consideration has been given to the possibility of developing a public airport within the Planning Area. An engineering study has been completed evaluating alternative airport facility sites.

Solid Waste Disposal

Refuse disposal pickup service is provided the Ennis Area by the Madison Valley Sanitation Company. The disposal site is publicly owned by the City of Ennis and privately operated by a three man crew.

The present disposal site consists of 21.7 acres and is situated just north of Ennis. Equipment includes a truck for refuse pick-up, a backhoe and a loader.

The present method of disposal consists of digging a trench, placing the refuse, and covering the waste with soil or like material.

A problem, at present, results from the location of the site and the disposal method. The disposal site is situated on the edge of the Madison River flood plain and is subject to water table fluctuations. At low water table levels the water remains within ten feet of the ground surface. The hole dug for disposal often penetrates the water table causing a potential pollution problem. The State Board of Health may require the disposal operation to be moved.

A second problem is that utilizing this method results in considerable excavating and little compaction. As a result costs involved in operating the landfill are extremely high.

Refuse per capita per year within the Planning Area has amounted to 1,825 pounds. The total Planning Area population today requires approximately 1000 tons of refuse to be disposed of in one years time. By 1992, with the additional population numbers, 1400 tons of solid waste will require disposal annually.

A common standard requires that where compacted refuse is placed to a depth of six feet, one acre of land per year should be required per 10,000 population.

Ennis Planning Area population based on the above calculations would require .12 of an acre or 5,227 sq. ft. per year. If refuse is not compacted, the required amount of land should be, at a minimum, doubled. If a trench, land fill method, utilizing compaction, were used, operating costs would be reduced, the water pollution problem would be minimized, and the remaining ten acres of site would more than adequately serve present and anticipated populations through 1992.

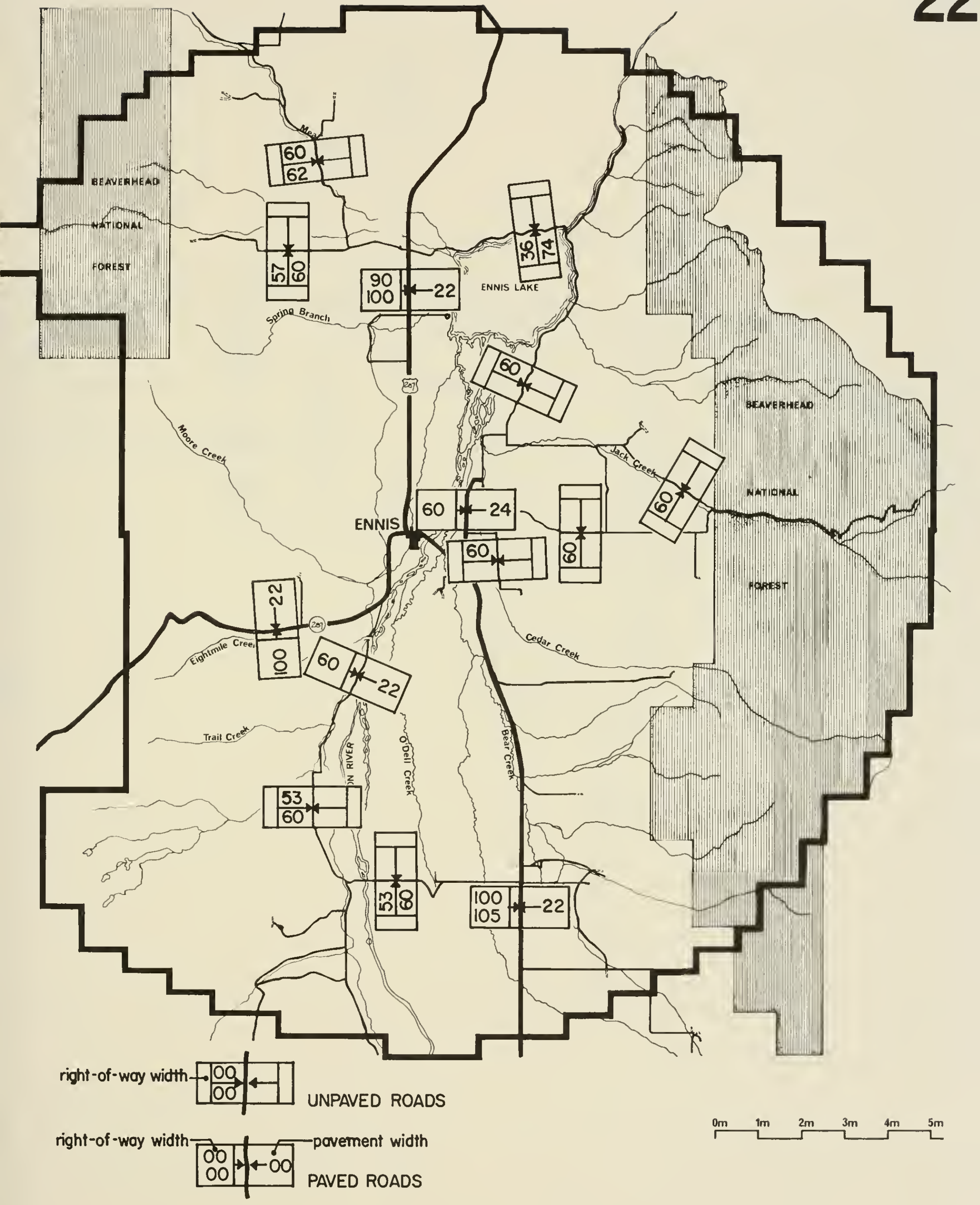
Transportation performs a crucial role in the daily function of a community. Transportation influences land development patterns, affects the time and money involved in the shipment of products and goods, and provides accessibility to job opportunities, residential housing, recreation, and social, educational and cultural opportunities.

To a large degree, the Ennis Planning Area is more dependent on an adequate regional transportation system than many communities because of its reliance on tourism and recreation as a vital segment of its economy.

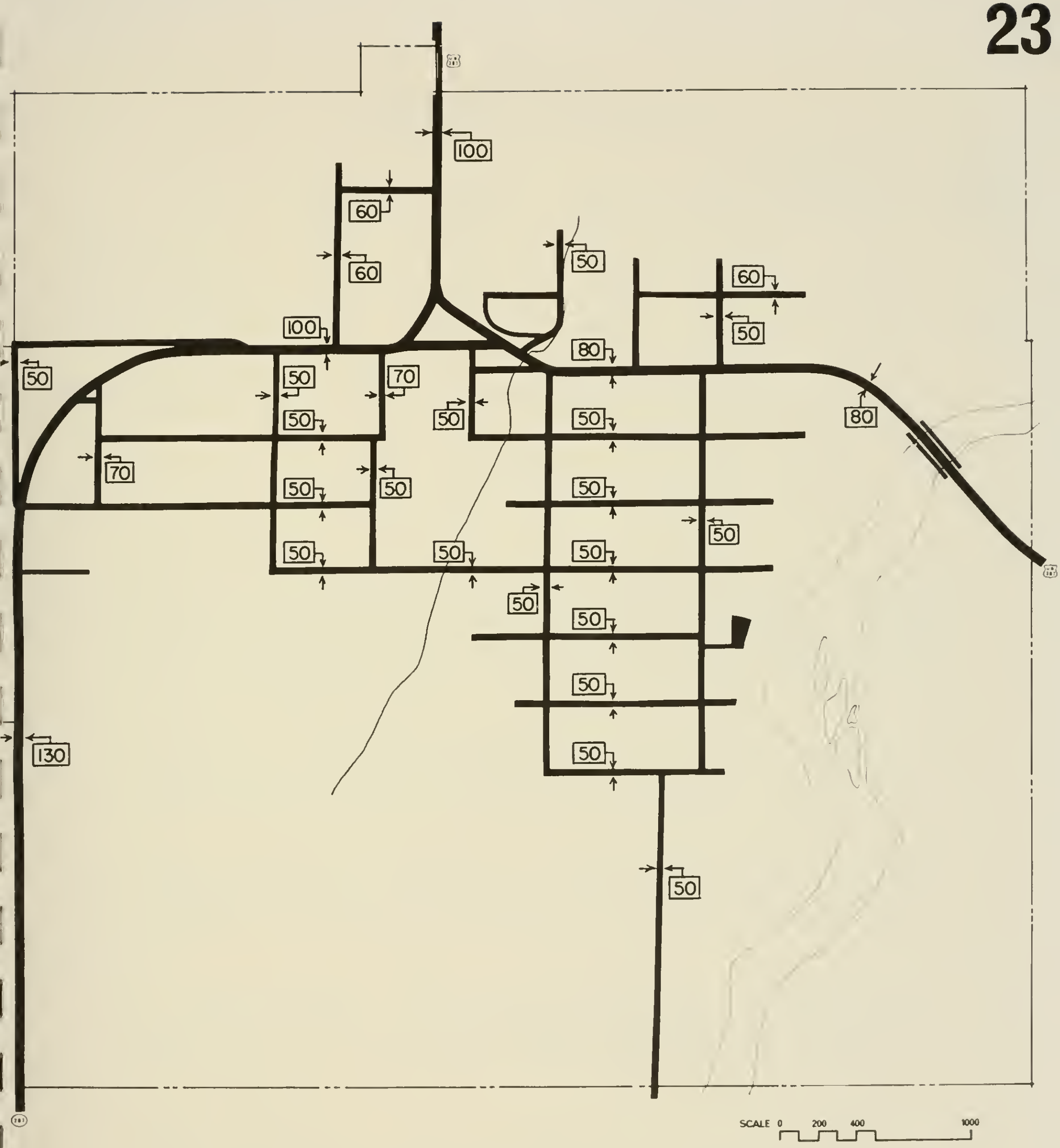
The demand for continuing improvement in transportation service is readily apparent in terms of increases in vehicle registration, traffic volumes and anticipated future travel demands.

Vehicle Ownership

One of the most significant factors associated with the production of trips is the availability of the automobile. Since 1968, the total vehicle ownership of Madison County, Madison County Rural Area, and Ennis has shown a steady increase. This annual increase is presented in Table 50. Madison County has increased in motor vehicle ownership within a four year period by 597 with an annual average increase of 3.7 percent. A large number of new registered vehicles took place within the rural areas outside of incorporated communities of the County. The City of Ennis, although losing in population, has increased in number of vehicles by 6.8 percent. An annual average rate of increase of Ennis vehicles is 1.7 percent. In 1970 one vehicle was available for every 1.4 persons. Utilizing these statistics, an estimate can be derived of the number of vehicles within the Planning Area during 1970. The Planning Area with a population of 1,213 persons in 1970 had a minimum potential of 900 vehicles. By minimum is meant that on the average rural farm and ranch units have more vehicles available due to their use in farm and ranching operations. In using the same relationship of one vehicle per 1.4 persons and associating the ratios to the anticipated Planning Area population, another two to three hundred vehicles could be expected by 1992. This relationship is consistent with trends which indicate continued increases in the number of vehicles per household.



Right-of-way Widths



Right-of-way Widths

TABLE 50

MOTOR VEHICLE REGISTRATION

	1968	1969	1970	1971*	1968-71 Numerical Change	1968-71 Percent Change
Ennis	384	393	371	410	26	+ 6.8
Rural County	2,783	2,006	3,118	3,124	341	+12.3
Madison County	4,027	4,364	4,480	4,624	597	+14.8

*Estimated for months of October - December 1971.

Present Street and Highway System

Right-of-Way

Land used for public right-of-ways within the Ennis City-County Planning Board is considerable, amounting to over 1100 acres. Right-of-way widths range from 50 feet for residential streets to 100 feet right-of-ways for arterial systems. Figures 22 and 23 illustrate right-of-way widths for Ennis and the surrounding Planning Area.

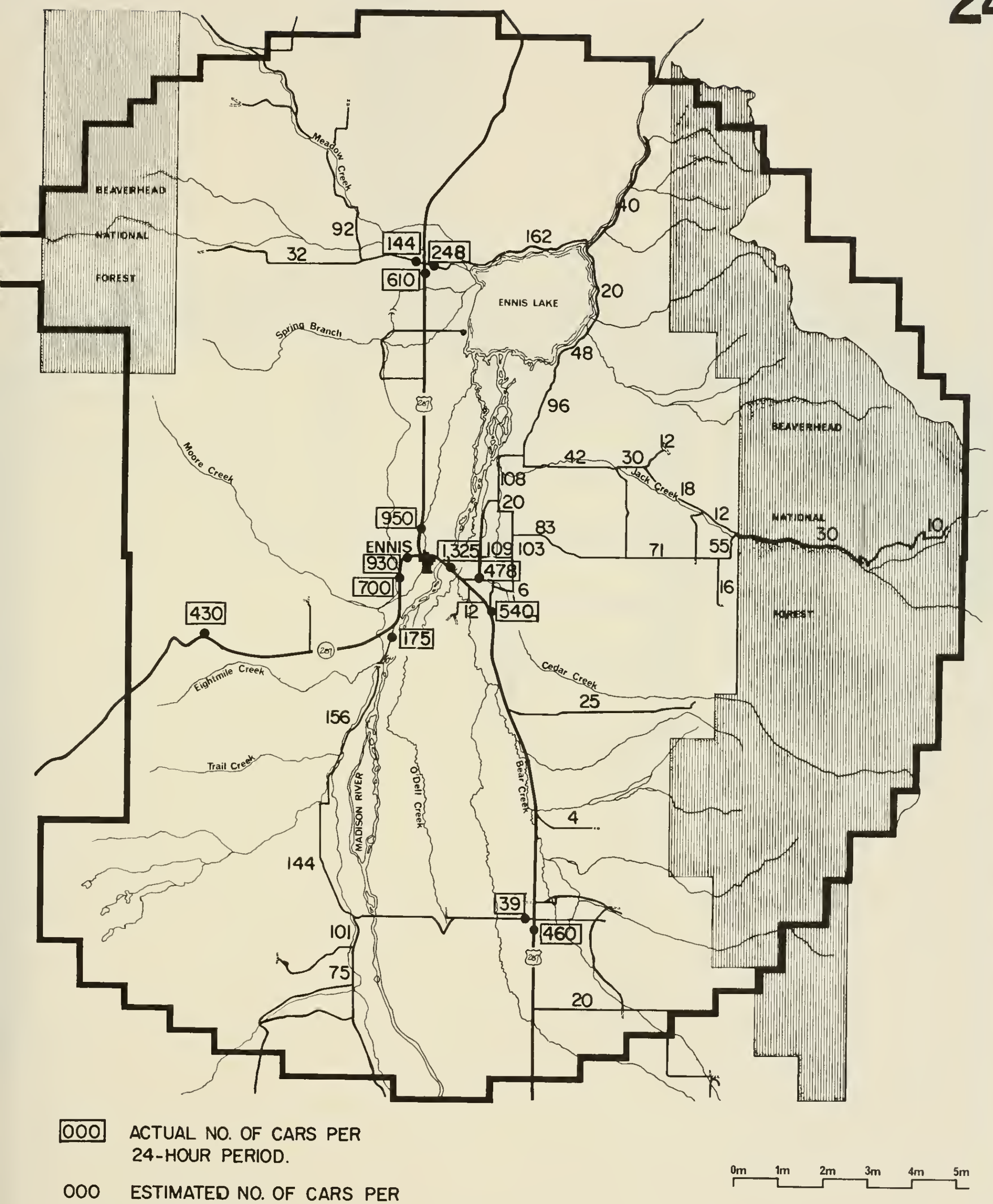
The Madison County Road system is mainly comprised of 60 ft. easements and publicly dedicated right-of-ways. As land is subdivided along present right-of-way easements, the future right-of-ways should be dedicated to the public.

Publicly dedicated residential streets within the Ennis Area range from 50 ft. to 60 ft. in right-of-way widths. For the most part, the older Ennis residential areas have 50 ft. dedications with the newer areas having 60 ft. right-of-way widths.

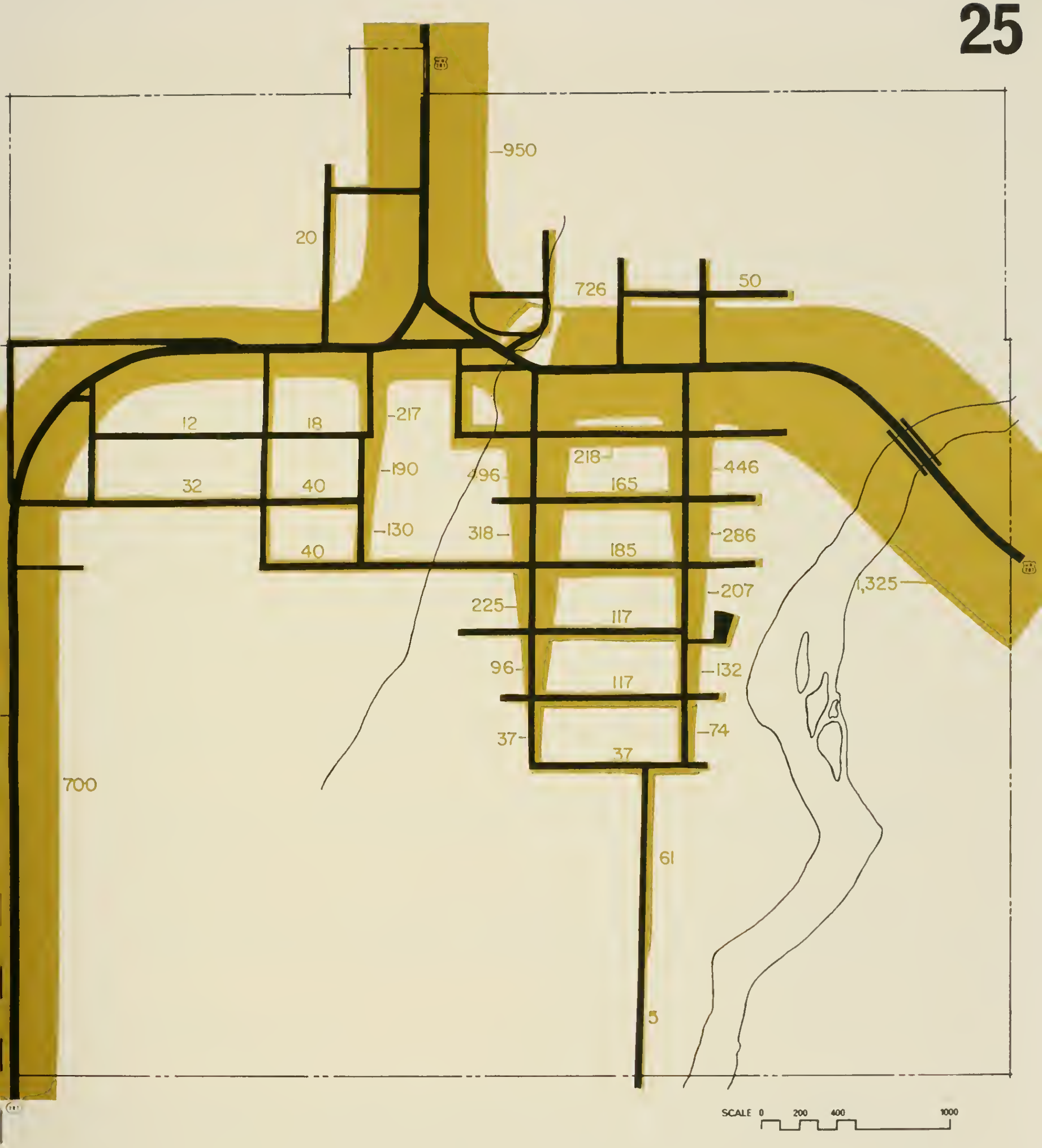
Both State and U.S. 287 arterial systems are comprised of 100 ft. right-of-ways. Exceptions are the Ennis Downtown area which has an 80 ft. right-of-way and along U.S. 287 north of Ennis in which right-of-way widths vary from 90 to 100 ft.

Pavement Widths

Improved paved roads depicted in Figure 22 accounted for 40 miles of the total 140 mile Planning Area road system. U.S. and State 287 had 35 miles of paved surfaces with Jeffers Road and Spring Creek Road comprised almost 5 miles of County surfacing.



Traffic Volumes



Traffic Volumes

Pavement surfaces in general were 22 ft. in width on the State and County systems with the exception of the Jeffers Road which had a 24 ft. width pavement. U.S. 287 in the Ennis downtown area had a 22 ft. pavement for traffic movement and an additional 48 ft. of surfaced area for parking.

Traffic

Planning and Ennis Area traffic volumes are depicted on Figures 24 and 25. Traffic volume information was available from the Montana State Highway Department on the U.S. and State 287 highway systems only and are presented as average daily traffic. Average daily traffic is the average 24-hour volume for a given year in this case 1971. At different times during the year traffic could be heavier or lighter than the ADT figure indicates. Additional counts were taken in September of 1971 to provide an estimate of traffic on selected county and Ennis road systems. These actual traffic counts were then distributed on minor road systems based on the number of dwelling units located along a particular road or street segment.

For the most part, as may be expected, heaviest traffic volumes were found to occur on the Highway 287 arterial systems. Of the arterial systems, the largest amount of traffic was found to occur on U.S. 287 between Ennis and the Jeffers road with an average daily traffic of over 1300 vehicles. The second largest traffic count of the arterial system, 950 ADT, was found on U.S. 287 between Ennis and McAllister.

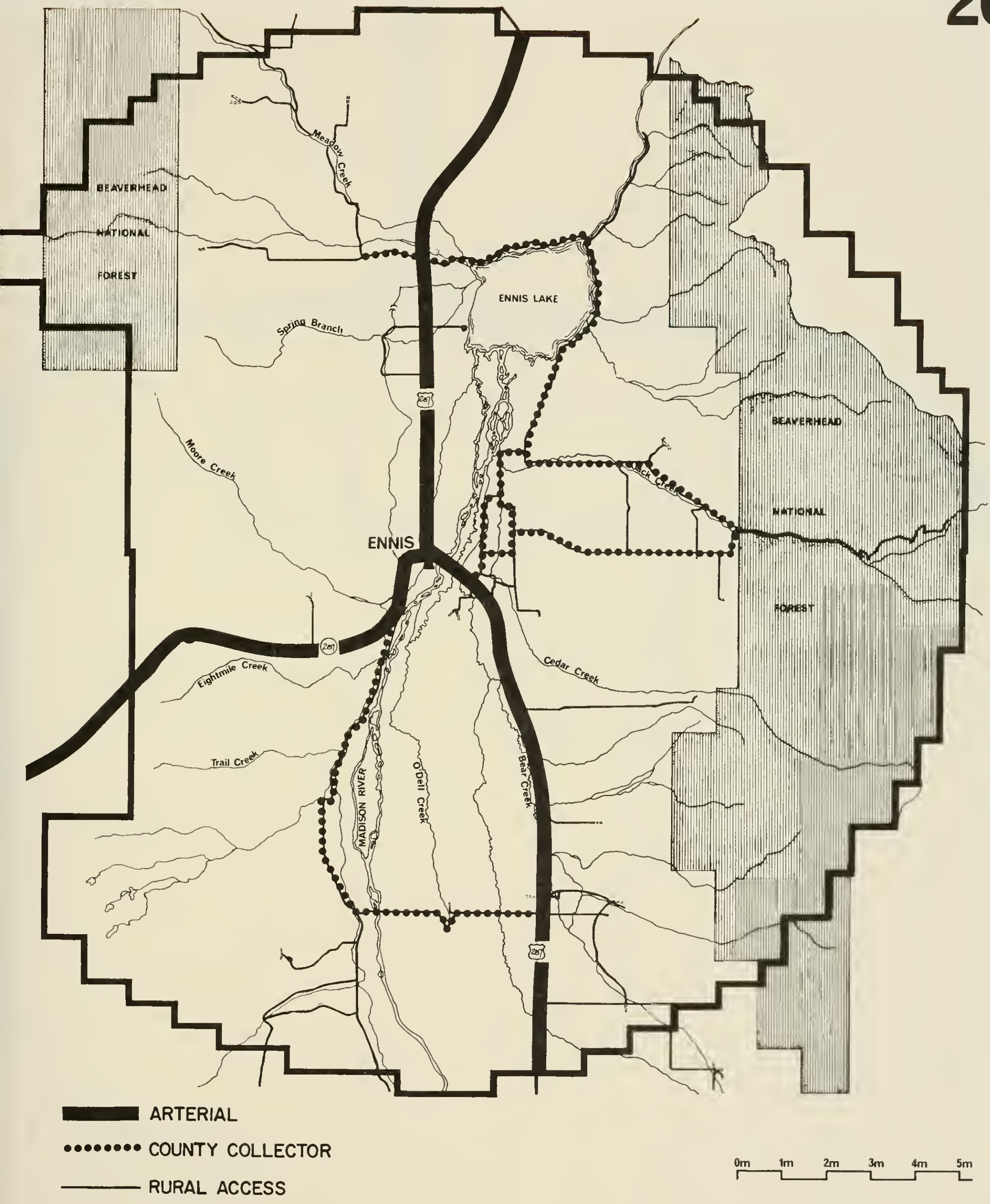
Heaviest traveled county roads were the Jeffers road with 458 vehicles in a 24 hour period and the Ennis Lake Road at McAllister with a count of 248.

In the Ennis area largest traffic buildups occur one block from Mainstreet on First and Third Streets as the result of traffic movement between the outlying residential and the Ennis downtown area.

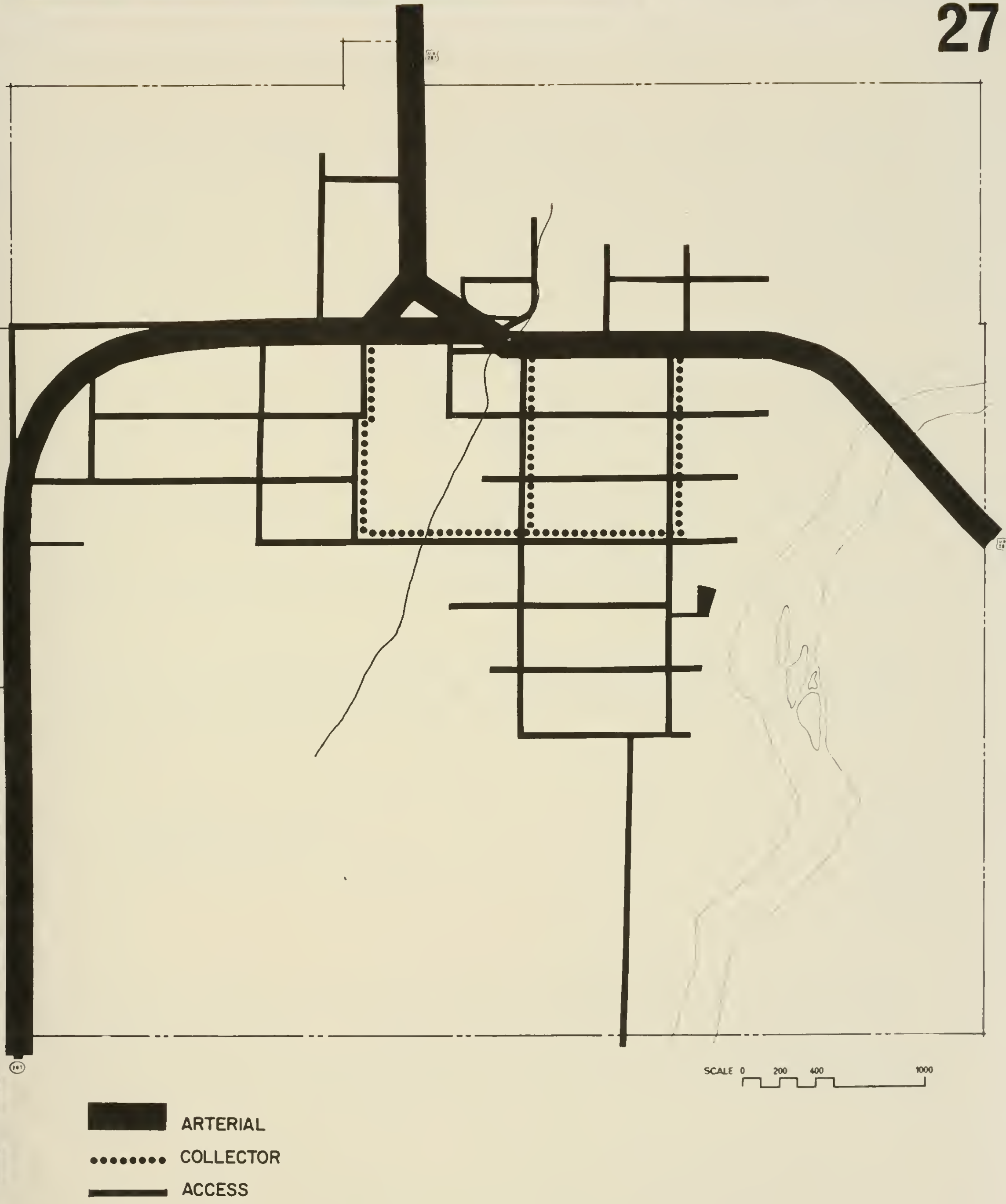
Aside from First and Third Streets, another area that receives considerable traffic during peak periods of the day is the street located adjacent to the high school and elementary school.

Classification System

Based on street and highway classification standards and preceeding characteristics, each road within the Planning Area was classified relative to the function it serves in terms of an arterial, collector, or residential. Figures 26 and 27 present Planning and Ennis Area road classifications.



Highway Classification



Street Classification

Household Travel Characteristics and Traffic Demands

Trips per dwelling unit present a common factor in which to gauge local traffic demands. During the inventory stage of the Comprehensive Plan, it was determined by use of traffic counters that the average dwelling unit in Ennis makes approximately 6.5 trips per day. The number of Ennis dwelling unit trips falls below Billings with 8.5 and Missoula with 10.8. A reason for this lower number of dwelling unit trips can be attributed to community size and the difference in the availability of activities creating trip purposes. Relating 6.5 trips per day per dwelling unit results in 1,251 trips being generated from Ennis and 2,717 trips from the total Planning Area on a 24 hour basis.

During the summer months, seasonal residents create additional traffic demands on Planning Area street and highway facilities. Approximately 200 additional trips are created by seasonal residents on an average day.

According to Montana State Highway Department traffic counts, out-of-state travelers on an average daily traffic basis in 1969 developed another 247 trips per day through the Planning Area.

Montanans traveling through the Planning Area who do not own seasonal homes and are not residents of the Planning Area constitute another 100 trips.

The result of combining all the trips that would originate or travel through the Planning Area during an average twenty-four hour period would be approximately 3,264. During the summertime, these total trips would be much greater due to the tourist season and presence of summer residents.

Planning Area Residents	2,717
Seasonal Residents	200
Out-of-State	247
In-State - Non-Residents	100
	3,264

In order to better understand demands placed on Planning Area facilities in the future, it is necessary to derive an estimate of future traffic requirements. Future traffic demands can be attained by determining household increases, estimating number of future seasonal structures, and reviewing past increases in travel by out-of-state vehicles through the Planning Area.

TABLE 51

FUTURE TRAFFIC DEMANDS

	1970	1975	1980	1985	1990	1992
PLANNING AREA RESIDENT						
Households	418	441	474	501	539	552
Trips per Household	6.5	6.7	7.0	7.3	7.5	7.6
Resident Trips	2,717	2,955	3,318	3,657	4,043	4,195
SEASONAL RESIDENT						
Seasonal Units	134	150	170	190	210	218
Trips per Unit	4.5	4.5	4.6	4.6	4.7	4.7
Seasonal Resident Trips	603	675	782	874	987	1,025
OUT OF STATE						
Trips Through Planning Area	247	354	512	745	1,091	1,296
Average Annual Percent Increase or Decrease	8.5	8.7	8.9	9.1	9.3	9.4
IN STATE NON RESIDENT						
Trips Through Planning Area	100	135	186	260	371	436
Average Annual Percent Increase or Decrease	6.5	7.0	7.5	8.0	8.5	8.7
TOTAL	3,667	4,119	4,798	5,536	6,492	6,952

Anticipated Traffic Volumes

Traffic count background is unavailable within the Planning Area with the exception of State and Federal designated highways. For this reason only U.S. 287 North of Ennis, U.S. 287 South, and State 287 to Virginia City are included in this study. The three routes however provide all the basic traffic counts for traffic coming into and leaving the Planning Area. The Montana State Highway Department had available traffic counts dating back to 1941 which provided enough background data to establish traffic volume trends relative to total vehicles, commercial, and out-of-state.

During the period between 1941 and 1951 the Ennis Planning Area first experienced a tremendous surge in traffic and more important, tourist travel. However, due to the small count and large percentage increase involved the figures did not accurately provide the present traffic volumes trends within the Planning Area. For this reason, calculations include from 1951 to 1971 relative to total vehicle counts and from 1951 to 1969 for commercial and out-of-state vehicles.

Of total vehicle increase on the three highway systems, State 287 indicated the greatest increase since 1951 with 282 trips per day. Highway 287 South was the second largest experiencing a 76.3 percent increase during the twenty year period per day.

Both 287 North and State 287 had annual losses in commercial truck traffic on a daily basis with 287 South neither increasing or decreasing over an eighteen year period. Recent trends indicate, however, that commercial traffic is beginning to build up again on the two systems experiencing the considerable decreases.

Out-of-State traffic has been increasing during the eighteen year period at a rapid rate. Largest percent increases occurred on State 287 with a 60 percent increase. U.S. 287 North experienced a 43.8 percent increase during the eighteen year period with a numerical average increase of 63 vehicles per day. U.S. 287 South had the same numerical increase of 63 vehicles per day but experienced a percent increase of only 29.4 percent.

The last column of Table 52 presents the average annual increase or decrease per day for total vehicles, commercial and out-of-state of the through highway systems. With this information an estimate can be derived out of future traffic on the through systems by 1992.

Table 53 presents projections of estimated average daily traffic for U.S. 287 North, U.S. 287 South and State 287. At the present time U.S. 287 North has an average daily traffic of 693 vehicles, or 252,945 per year. It is anticipated that by 1992 average daily traffic will amount to 1000 vehicles with a yearly estimate of 365,000 vehicles traveling over U.S. 287.

The estimates are based on present traffic volume growth rates. If proposed highway construction projects take place including the Big Sky highway connection, then Table 53 estimates should be used as a minimum.

TABLE 52

ENNIS PLANNING AREA TRAFFIC VOLUMES

Facility	Traffic Volumes				Numerical and Percent Increase or Decrease							Average Annual Increase or Decrease
	1951	1961	1969	1971	1951-1961		1961-1969		1951-1969 (1971)			
287 North												
Total Vehicles	487	502	693	610	+15	+3.1%	+91	+38.0%	+123	+25.3%	(1971)	+1.27%
Commercial	144	50	77		-94	-65.3%	+27	+54.0%	-67	-46.5%		-2.58%
Out-of-State	144	101	207		-43	-29.9%	+106	+205.0%	+63	+43.8%		+2.43%
287 South												
Total Vehicles	312	299	572	540	-13	-4.2%	+273	+91.3%	+288	+76.3%	(1971)	+3.88%
Commercial	35	25	35		-10	-28.6%	+10	+40.0%		0.0%		0.00%
Out-of-State	214	169	277		-45	-21.0%	+108	+63.9%	+63	+29.4%		+1.63%
State 287												
Total Vehicles	328	480	548	610	+152	+46.3%	+68	+14.2%	+282	+86.0%	(1971)	+4.30%
Commercial	91	38	49		-53	-58.2%	+11	+28.9%	-42	-46.2%		+2.57%
Out-of-State	95	90	152		-5	-5.3%	+62	+68.9%	+57	+60.0%		+3.33%

TABLE 53

PROJECTED AVERAGE DAILY TRAFFIC

	1969	1975	1980	1985	1990	1992
287 North						
Total Vehicles	693	755	815	884	964	1000
Commercial	77	84	92	104	120	128
Out-of-State	207	237	273	321	379	407
287 South						
Total Vehicles	572	702	842	1019	1243	1357
Commercial	35	38	42	47	54	58
Out-of-State	277	304	334.	376	432	462
State 287						
Total Vehicles	548	689	844	1042	1297	1429
Commercial	49	53	58	65	75	80
Out-of-State	152	184	221	271	339	376

SOURCE: CTA - Staff

Problem Areas

Arterials

State and U.S. 287 presently have deficiencies concerned with pavement condition, pavement width, shoulders, alignment, and grades. Pavement condition, narrow pavement widths, and narrow shoulders which create a hazard to traffic by preventing vehicles to pull-off in case of emergencies are common problems of the two systems.

Specific grade problems are found in the Norris Hill Area and on the Virginia City Hill. The Montana Highway Department is presently studying the Norris Hill Area for possible route relocation and improvement of the grade situation.

Road alignment, another problem, is again found in the Norris Hill Area and to some extent southeast of Ennis. Several accidents have occurred over past years in both of these areas as a result of sharp curves.

The Montana Highway Department has been, over the last few years, re-constructing the U.S. 287 system from Hebgen Lake north. The new highway facility has improved vertical and horizontal alignment, wider pavement width, extended and paved shoulders.

Collectors

Common problems of the rural collector system include lack of publicly dedicated right-of-way, lack of officially designated road names, and in several areas, county road grades should be raised in order to allow for drainage and the prevention of snow drifting.

The bridge located at the northeast corner of Ennis Lake has become a problem since it was recently condemned. The bridge is located on a rural collector system which provides access around Ennis Lake from McAllister to Jeffers and Ennis. During the summer months this facility is used quite frequently and presently supports a traffic load of approximately 162 vehicles per day.

Road alignment of the Ennis Lake Road north of Jeffers is poor. Four right angle turns are required in order to gain access to U.S. 287.

All urban collector systems are located in the Ennis Area. The Ennis gridiron pattern of development does not readily lend itself to identifying or specializing street functions. For the most part First Street acts as the primary north-south traffic carrier within the corporate limits. This facility, at the present time is unpaved and is carrying a considerable traffic load.

Present east-west traffic movement is limited to Hugels Street which provides access to the school facilities and limited access to State 287.

Residential

The gridiron pattern of development found in Ennis does not provide for clear delineation of street functions. As a result, all traffic, regardless of origin or destination, is filtered through the entire residential area. This not only detracts from the living environment, but also is more expensive to the taxpayer. As traffic builds up within the residential area, improvements will have to be made. Since each road has a potential for carrying all types and amounts of traffic, expensive improvements are required for all streets.

Other problems common to the residential street system are lack of surfacing, drainage, maintenance, continuity, and provision for turn-arounds at the end of residential streets.

ALTERNATIVE DEVELOPMENT PLANS

Space requirements and activity demands for various land and facility needs have been dimensioned through 1992. In order to evaluate future land use arrangements in light of previously determined community goals and objectives nine conceptual plans were developed. Three plans each were developed for the City-County Planning Area, Ennis Community and Ennis downtown area. Concept themes for each of the three areas included continuation of existing trends, environmental design and a modification including both existing trends and environmental design. Awareness of the need for both feasibility and the inclusion of environmental design into future development of the Madison Valley the modification concept was selected by the Ennis City-County Planning Board for each of the three areas.

Basic considerations of the Ennis Central Business District concepts included commercial expansion, circulation system, parking facilities, parking facilities for recreational vehicles, green areas, utilities, taxes, buffer areas to adjoining residential areas, pedestrian traffic, and commercial structure redevelopment.

The Ennis Community Area Concepts reflected upon residential and commercial growth areas, street patterns and design, natural environment, utilities, taxation, traffic, community facilities and recreation.

Planning Area Concepts revolved around flood plain and environmental considerations, recreation and open space, forestry, residential and commercial development characteristics, and governmental facilities.

As a refinement of the Environmental Modification Concept, a preliminary plan was developed for both the Planning Area and Ennis Community Area. The preliminary plan detailed the general proposals presented in each of the conceptual plan stage levels.

A schematic design was also developed for the Ennis Downtown Area. This design more clearly delineated on and off street parking areas, pedestrian traffic ways, street circulation and potential development of landscaping and green areas within the central shopping area.

In the past, the Madison Valley would not be considered a dynamic growth area. However, the Planning Area's future holds a possibility for growth. The extent, type and quality of future development will be largely dependent on the Planning Area citizens' willingness to guide this potential. Growth itself does not always mean new revenues and prosperity. Unplanned growth and low standards can, and usually do, add further taxes, depreciating values, and a degradation of the environment.

Basically, the Comprehensive Plan, Figure 28, is a graphic combination of related ideas on how best to deal with the many subjects which, in combination, constitute the Planning Area. It correlates the plans of all these subjects in such a way that they complement each other to form a balanced whole, thus assuring that all decisions will be made in full knowledge of an overall plan for the Planning Area.

The Comprehensive Plan provides, through translation of local goals and objectives into physical design, basic guidelines for the future development of the Ennis City-County Planning Area. These developmental policies can only be successful with the complete cooperation of all affected private and governmental organizations. This cooperation coupled with public understanding and acceptance is of utmost importance if implementation is to be accomplished.

The following provides a summary of the basic policies, major physical design proposals, and specific Comprehensive Plan recommendations concerning future development of the many elements which comprise the Planning Area.

Basic Policies

1. Ennis City-County Planning Area - A Recreational and Agricultural Oriented Region: The Plan proposes that the Ennis Planning Area should continue to emphasize its agricultural and recreational functions in the Madison Valley Area. Further increased efforts should be made to encourage recreational and agricultural development. This policy is of fundamental importance to the Plan.

2. Recreational Development: The Plan proposes to accommodate, but at the same time to influence, the growth and development of recreation and recreation-oriented activities within the Ennis City-County Planning Area. Recreational developments must be designed to preserve the unique character of the Madison Valley, which in its present state, is vital to the future economy of the Planning Area.

3. Population Growth: The Plan proposes to protect and, in instances, renew low density residential areas in the Planning Area. This policy, combined with proposed low and medium density residential

development areas adjacent, provides additional housing for that population, which was 1213 in 1970, is anticipated to increase to 1545 by 1992.

4. Community Opportunities: The Plan proposes that the Planning Area develop a unified effort to encourage development which would provide a wider range of jobs and activities in order to stimulate a more year-around economy and provide more employment opportunities. More year-around recreational activities and community services would provide a greater customer population for Planning Area businesses to draw upon as well as be accessible to local citizens. This policy will, it is believed, enable the Planning Area to share in a more productive local economy, higher family incomes, and greater individual choice and freedom. The physical expression of this policy calls for development of summer and winter recreational activities, and facilities expansion of community facilities, and the improvement and development of a more efficient and attractive community.

5. Planning Area's "Unique" Character: The Plan, basically, represents an attempt to respect the special natural environmental qualities characteristic of the Madison Valley that have been preserved through local agricultural and National Forest Service efforts. This policy, although difficult to define, is the basis for many of the most important proposals of the Plan. The Madison Valley, with its snow capped mountain peaks and tree covered mountains, Madison River and its tributaries, the expansive range land all contribute to the Planning Area's unique character. The Plan, in its attempt to appreciate and strengthen these qualities, while at the same time providing for growth and change which is considered to be necessary and desirable, presents a cautious, positive approach.

Major Physical Design Proposals

1. Residential Development: Neighborhood areas in all parts of the Planning Area are to be enhanced. Within the Ennis Community, specific areas adjacent to the Central Business District are to be improved. Future expansion of residential areas will include low and medium densities in order to provide for a variety of housing needs and types.

2. Seasonal Residential Areas: Provision is made for more seasonal development around the Ennis Lake Area with controls to prevent lake pollution. Seasonal residential development on large tracts is also provided for in the southwestern and northwestern portion of the Planning Area.

3. Central Business District: The Ennis Downtown Area is proposed to retain its position as the primary business and shopping center of the Planning Area. Expansion of office, retail and service activities is encouraged. Provision is made to improve the physical appearance of the Downtown Area and to develop off-street parking areas.

4. Highway Commercial Areas: Concentration of highway oriented businesses is proposed in two areas along arterial systems in the Ennis Area. Rural highway commercial areas are to be reinforced at McAllister and Cameron.

5. Industrial Area; Provision is made for a screened 5 acre controlled industrial area to include wholesale, fabrication, and storage operations.

6. Schools and Parks: One school-park site is proposed along with a children's play area within the Ennis Area.

7. Open Space: Preservation of open space is made along the Madison River through flood plain zoning.

8. Recreation: Expansion of recreational facilities is proposed which will benefit both the economy and local residents. Provision is made for winter recreation activities which would assist a more year-around economy.

9. Streets and Highways: From an improved safety, convenience and accessibility standpoint, encouragement is provided for the proposed realignment of U.S. 287 in the Norris Hill Area and the possible reconstruction of U.S. 287 through the Planning Area from Hebgen Lake to Interstate 90. Provision is made for the development of a system of arterials, collectors, rural access roads and residential access streets within the Planning Area.

Comprehensive Plan Recommendations

The parameters for the future development of the Ennis City-County Planning Area have been established through the following Planning Board recommendations:

1. Environment

   a. Natural Setting - Every effort should be made to preserve the natural setting of the Madison Valley. Careful evaluation should be made of the potential impact a proposed development may have on surrounding ecological systems. Encouragement should be made to minimize these ecological impacts.

   b. Climate - The Planning Area contains several different climates due to the vast differences in elevation. Encouragement should be made to consider climatic conditions in light of particular land use activities proposed.

   c. Geology - Development should be discouraged from taking place within geologic hazard areas having a history of mass gravity movements, faulting and flooding.

d. Hydrology - The Planning Area is rich in water resources. It is recommended to retain the present high quality of water and to prevent pollution and further siltation of the Madison River and Lake Ennis.

e. Topography - The Planning Area has a variety of topographic features. For the most part development should be encouraged to take place on slopes of less than 20 percent. If development is to take place in areas with greater slope characteristics, a detailed site analysis should be made and an extremely low density of development encouraged.

f. Vegetation - Continued efforts should be made to improve range and timber conditions within the Planning Area. Preventative steps should be taken to control areas with delicate vegetative systems from being overused by various land use activities

g. Soils - The use of soils information should be encouraged in the evaluation and selection of sites for proposed development.

h. Fish and Wildlife - Since the future economy of the Planning Area depends, to a large degree, on the availability of fish and wildlife for a variety of recreational activities, every effort should be made to encourage State and Federal conservation programs. Negative impacts by proposed developments on fish and wildlife habitats should be discouraged.

2. Residential Areas

a. Neighborhoods

(1) Planning Area neighborhood areas are delineated as follows:

Ennis

(a) An area bounded by First Street, Steffens Street, the Madison River and Grizzley Street.

(b) The newly developing neighborhood area along Second Street south of Ennis.

(c) The newly developing neighborhood area between First Street, State 287 and a proposed east-west collector.

(d) A small neighborhood area located north of the Ennis Downtown Area.

(e) A small neighborhood area, proposed for development, located on the existing private airport site.

Planning Area

(f) McAllister - Meadow Creek Area

(g) Ennis Lake

(h) Jeffers

(i) Comleyville

(j) Varney Area

(k) Spring Creek Area

(l) An area southeast of Ennis along U.S. 287

(m) Cameron

(2) Neighborhood Area Recommendations

(a) Development is encouraged, conditions permitting, of effectively deliniatcd residential neighborhood areas offering a variety of housing types.

(b) Provision of public facilities and services is recommended with respect to residential neighborhood areas and dwelling unit density.

(c) Protection of neighborhood residential areas is proposed from traffic systems carrying large amounts of traffic which would detract from the living environment.

b. Dwelling Unit Densities

(1) Single Family Dwelling Units - The standards developed by the Planning Board classify two residential densities - low density and medium density. The low density areas, aside from agriculture, contain a range between one and eight dwelling units per acre. The Comprehensive Plan depicts two types of low density residential development - suburban and low-medium density. Low-medium density areas presently have available public services such as water and sewer. The suburban areas are characterized by individual wells and/or septic tanks. When public facilities become available, depending on existing and proposed development types, densities could then be increased and reclassified as low density. All neighborhood areas are classified as suburban density except areas falling within the Ennis corporate limits and the Jeffers water service area.

(2) Medium-High Density Areas - In medium-high density areas it is not envisioned that densities will go above 15 dwelling units per acre. For the most part, medium-high

density areas are within or adjacent to the Ennis downtown area. Other medium-high density areas are located adjacent to the high school, west of the State and U.S. 287 Interchange, west along State 287, and around the proposed hospital facility. The Plan depicts more land for both low and medium density development than is likely to be required by 1992. Additional land for design standards, buffering, lot size preference, landscaping, and in the case of medium-high density development, parking must be adequately provided for. Medium-high residential areas proposed immediately south of the present airport site should be retained as low density until the present airport site is moved to another location.

(3) Other Residential Development Recommendations

(a) New higher density residential development should be channelled into areas having available public services or the potential to be served in the near future by public services.

(b) Protection should be provided the Madison River flood plain from detrimental residential land use development.

(c) Provision should be made for enforcement of State Board of Health regulations concerning septic tank development around Ennis Lake.

(d) Develop standards for subdivision design and practice. Special attention should be provided for properties adjacent to arterial and collector highways which should consider side on, back up or no access easement along these highway facilities.

(e) Methods should be developed to prohibit extensive urban growth in areas which do not have the basic services needed for the health and general welfare of the prospective residents.

(f) Adoption of State building codes should be encouraged.

(g) Preparation should be made of the necessary regulatory ordinances and adopted official policies to insure the adequate location and design of residential development with respect to environmental capability.

c. Housing

(1) Encourage a supply of adequate housing capable of meeting the needs of present and future Planning Area residents. Approximately 300 dwelling units will need to be provided by 1992.

(2) Promote the development of a variety of housing types in order to meet the diversity of Planning Area needs.

(3) Encourage the adoption of the State Highway Code.

(4) Provide for an increase in the supply of rental housing units. By 1992, 90 - 100 additional rental units will be needed.

(5) Encourage a program that would research various avenues of financing housing within the Ennis City-County Planning Area.

(6) Low rent and Senior Citizen needs should be investigated in view of the plan proposed for medium-high density within the Ennis Area. It is suggested that both public and private avenues be explored.

d. Blighted Areas

(1) Conservation and rehabilitation programs are needed to restore present blighted areas. Steps should be taken to develop needed public and private programs.

(2) The causes of blight should be identified in order that protective measures can be undertaken to prevent further growth.

e. Mobile Homes

(1) Establish standards and regulations for the development of mobile home parks.

(2) Encourage the design and development of mobile home parks.

f. Planned Unit Development

(1) Encourage the use of Planned Unit Development, when possible, in order to afford the opportunity of providing a wide range of dwelling types not possible through conventional subdivision practices. The advantages to the developer is the provision of more dwelling units per acre at reduced costs of utility and street construction and in turn providing the resident with the amenities of open space and common recreational features.

Such developments are usually three acres or larger and can be programmed over several years for completion.

Other advantages include:

(a) Greater functional land use arrangement design and greater freedom of architectural design.

(b) Provides design flexibility and in turn makes more effective and efficient utilization of site potentials relative to topography, flood plains, geologic hazard zones etc.

(c) Allows a mixture of dwelling types, yet maintaining a ratio of site area to dwelling units that would be in harmony with the area.

(d) Developments of this type are more adaptable to the provision of recreational features, including a golf course, swimming pool, tennis courts etc. not found in conventional subdivisions.

3. Commercial Areas

a. General Recommendations for Planning Area Commercial Development.

(1) Strengthen existing commercial developments within the Ennis City-County Planning Area.

(2) Cluster all commercial enterprises.

(3) Develop parking standards for all commercial uses.

(4) Discourage the over-zoning of land for commercial purposes.

(5) Prepare regulatory measures for sign control.

(6) Foster the development of exclusive zoning regulations in order to enhance commercial developments.

b. Central Business District: The Ennis Central Business District is the most intensely developed commercial area in the Planning Area. The Planning Board has taken the position that the C.B.D. should remain the business focal point of the Planning Area. It is recognized that effective development of the core area will help maintain and improve land values thereby helping the Planning Area tax structure.

The following guidelines are provided to retain the Ennis Central Business District position of importance:

(1) Sufficient well-located off-street parking. Future demands indicate a need for 250 parking spaces in the downtown area. Additional parking is proposed for recreational vehicles and trucks.

(2) Consideration for the pedestrian shopper. Provision is made for wider walk-ways in the downtown area.

(3) General improvement of the aesthetic qualities should be encouraged through building improvements, landscaping, and street design.

(4) Work with commercial interests in developing an architectural design theme for development and redevelopment of the downtown area.

(5) Retention of present green areas and the development of landscape areas within the downtown area is proposed

(6) Additional office space for administrative and professional services should be provided for.

(7) Convenient vehicular access to and around the C.B.D. is proposed.

(8) C.B.D. fringe area locations should include governmental office facilities, professional office facilities, and medium-high density residential area.

c. Highway-Oriented Commercial

Highway-oriented and general commercial areas are located adjacent to main arterials. These areas require convenient accessibility to traffic and require large parcels of land. General development standards for business within this group should show more concern for quality and aesthetic values utilizing, for the most part, the example provided by tourist related facilities.

Two major areas of highway-oriented commercial are proposed within the Ennis Area. One highway commercial area is located immediately west of the State - U.S. 287 junction within Ennis, and the other is located west of Ennis on State 287. Three other smaller highway commercial areas are found within the Planning Area located at McAllister, in an area east of Ennis, and at Cameron. The following recommendations are proposed for highway-oriented commercial:

(1) Encourage the future clustering and consolidation of highway commercial development.

(2) Prevent the extension of existing strip commercial development.

(3) Develop off-street parking standards for highway-oriented commercial development.

(4) Promote the use of common parking areas and the clustering of buildings.

(5) Encourage controlled ingress and egress by use of access roads to these facilities.

(6) Provide for landscaped parking areas.

(7) Develop sign controls.

(8) Minimize adverse affects that may detract from adjoining residential and tourist related facilities by providing for landscaped buffers adjoining such land uses.

d. Tourist Related Facilities

(1) Develop and promote programs that will enhance the development of this vitally important segment of the area's economy.

(2) Provide regulatory measures that will insure that these facilities will be developed to high standards.

(3) Promote the development of tourist-oriented facilities within the Planning Area.

4. Industry

a. Controlled Industrial Development: The Plan recognizes the limitations of the Planning Area in anticipating industrial expansion. Its location and distance from market areas are controlling factors even with todays improved distribution systems. There is, however, a present need for this type of facility as well as possible future land use demands.

Controlled industrial developments are to be distinguished from general industrial uses which have the potential for producing noise, vibrating, smoke, odors, glare, heat etc.

Potential Planning Area uses for controlled industrial development include warehousing and machine shops.

The following recommendations are proposed for controlled industry:

(1) Controlled industrial sites should contain adequate space for off-street parking, storage, loading facilities, landscaping and future plant expansion.

(2) Industrial areas of a controlled nature should not be located adjacent to known existing or proposed incompatible land uses without adequate protection being provided for both occupant industries and adjacent land uses.

(3) Land set aside for industry should be relatively free of drainage problems and have less than a five degree slope.

(4) Land developed for industrial purposes should be readily accessible to one or more major transportation routes.

(5) Land to be utilized by industry should be provided with utilities, rubbish disposal, police and fire protection.

(6) Approximately five acres of land is proposed for controlled industrial purposes within the Planning Area. In order to provide the needed utilities, an industrial site is proposed just west of Ennis on the State 287 curve. Because of adjacent residential uses, the entire site, including storage yards, should be screened both by fencing and landscaping from all adjoining land uses and the highway.

5. Community Facilities

a. Schools: Enrollment projections for the Planning Area indicate that the present school facilities located at Ennis are adequate to meet 1992 enrollment requirements. Structural conditions of both the elementary and high school are sound with the exception of incidental repairs and possible future expansion of the elementary school. Site requirements for both school facilities meet State standards.

School facility recommendations include the following:

(1) Both existing school facilities should be provided with landscaping. A special landscape design should be developed for the old high school site since it is a primary focal point to the north and east entrances to Ennis.

(2) The present school parking lot should be landscaped with respect to adjoining residential properties and provided with access and parking curbs.

(3) Prior to the elementary school reaching enrollment capacity levels in 1992, a new elementary school site should be acquired. Approximately five acres should be acquired in the newly developing residential area to the southwest of the present Ennis corporate limits. This proposed school site should be developed in conjunction with a proposed park facility. School-park combinations provide for increased use of both site and facilities, with lower maintenance costs, and thus lower costs to the taxpayer.

b. Parks: With the proposed Lions Park development, the Planning Area is well equipped to meet the recreational requirements of its citizens with the exception of a few specialized facilities.

(1) With the importance of tourism and seasonal population to the local economy, an activity program should be developed indicating local events that will be taking place throughout the year.

(2) A recreational facility program should also be developed for coordination, maintenance and developments of all park facilities within the Planning Area.

(3) Development of the present triangle area to the west of Ennis on State 287 should be considered as a rest area for tourists and recreational vehicles.

(4) Coordinate with the Montana State Highway Department in the landscaping of the triangle area formed by the intersection of U.S. and State 287.

(5) Provide a children's play area in the Ennis neighborhood area east of First Street.

(6) Develop an arboretum in the flood plain-open space area just east of the Ennis downtown area.

(7) Through future park acquisitions, subdivision easements, private easements and in conjunction with the rodeo grounds and the U.S. Soil Conservation Service develop shelter belts to the north and south of Ennis.

(8) Future neighborhood area parks should be developed in conjunction with school sites when possible.

c. Recreation and Open Space: In addition to the local recreational demands, a large number of recreational facilities and opportunities are required for the large numbers of visitors attracted to the Planning Area each year. The degree of investment in these facilities and the protection of the natural resources which attract recreational seekers will largely determine the future economy of the Planning Area. Aside from specific development proposals for parks, the following recommendations are suggested:

(1) The Madison River flood plain area should be protected and preserved as an open space area. This open space area should be utilized for additional proposed Fish and Game fishing access, wildlife game refuges, camping facilities, boat launching areas, developed park facilities, and for agricultural purposes.

(2) Coordination should be developed with the National Forest Service to insure development of two proposed camping facilities.

(3) The development of winter recreation facilities should be encouraged. Coordination and encouragement should be provided the National Forest Service in the development of snowmobile trails in the Gravelly and Tobacco Root Mountain National Forest Areas.

(4) Areas adjacent to National Forests should be preserved and utilized for dude ranch activities in conjunction with agricultural purposes.

(5) Investigation should be made to the possibility of rehabilitating Ennis Lake in terms of dredging, silting control, and improving game and fish populations.

(6) A re-vegetation program should be developed around Ennis Lake.

(7) Seasonal developments should be encouraged within the Ennis Lake area, however, precautions should be taken to prevent surface and ground water pollution to the Lake and Madison River. Regulations should be developed and enforced restricting development from locating immediately adjacent to the lake shore.

(8) Vacation home developments should be encouraged with respect to site location, subdivision design, and utility installation. Standards should be developed and existing regulations enforced.

(9) Every effort should be made to retain the Madison River as a Blue Ribbon trout stream.

(10) Coordination should be developed between the Montana Power Company, the State Fish and Game Department, and involved Federal government agencies in the prevention of lowering Madison River water surface levels to a point which would become hazardous to fish populations.

d. Water and Sewer: The Planning Area encompasses two central water systems and one central sewer facility. Both central water and sewer utilities are provided by the City of Ennis. The community of Jeffers provides central water service to a limited area. The remaining portions of the Planning Area are served by private systems.

General water and sewer facility recommendations include the following:

(1) In areas utilizing private water and sewerage systems, adherence should be made to the State Board of Health regulations.

(2) The present subdivision of Comleys Addition outside the present corporate limits of Ennis should be provided with city water and sewer service because of inadequate sized lots for private utility systems.

(3) Proposed residential areas located between State 287 and the present corporate limits should be annexed as they develop by the City of Ennis and provided water and sewer service.

(4) The City should not make extensions of water and sewer service outside its corporate limits unless the proposed subdivision to be serviced waives the right of annexation in accordance with Title II, Section 1001, Revised Codes of Montana.

(5) Extension of both water and sewer should be coordinated to assure high standard urbanization.

(6) Placement of lines should be coordinated with street improvement projects to avoid damaging new streets.

Specific recommendations with respect to water and sewer facilities include the following:

(1) Water

Ennis

(a) The present Ennis water system should be increased to include an additional well and pump as a standby precaution.

(b) In the near future, storage capacity of the Ennis system should be enlarged to a total capacity of 136,900 gallons of water in order to meet peak water demands plus provide for fire storage.

(c) By 1992, based on projected population demands, water storage should be increased to 180,000 gallons.

Jeffers

(a) Present water demands in Jeffers indicated a need of an additional 7500 gallons of water storage.

(b) Projected population requirements indicate a need for an additional well and pump with a capacity to pump 20 gallons per minute plus a storage capacity of 14,000 gallons. If the community should decide to provide fire storage, total storage capacity should be increased to 44,000 gallons. A minimum of 4 inch water lines should be used in the Jeffers distribution system.

McAllister

(a) McAllister is presently on private wells. Anticipated population demands coupled with high water tables indicate that a central water system should be provided in the near future. A well and pump capable of providing 20 gallons per minute with a reserve storage capacity of 14,000 gallons should be provided. It is recommended that a minimum of 4 inch lines be used for the distribution system.

(2) Sewer

Ennis

(a) The present Ennis sewage collection system is adequate to meet anticipated future demands of proposed residential areas within the Ennis area.

(b) By 1992 the Ennis stabilization pond will have to be increased from five to seven acres in order to accommodate the projected population.

Jeffers and McAllister

(a) Due to anticipated population increases, both Jeffers and McAllister should develop central sewer and stabilization pond systems by 1992.

e. Public Buildings: In order to meet the growing demands of the Planning Area population and to provide for a diversification of governmental services, a complement of public buildings has been constructed over the years. Within the next twenty years new public buildings and facilities will be required as the result of a need for a type of facility, lack of present space, or structural conditions.

(1) City Hall

(a) The present Ennis City Hall, due to limited space, should be expanded and remodelled to include the area presently occupied by the Fire Department.

(b) The extension of City Hall should be remodelled in keeping with the contemporary western theme of the downtown area.

(c) Parking delineation and landscaping should be provided.

(2) Fire Department

(a) It is recommended that the Fire Station be relocated to the present State Highway Maintenance Shop. The State Highway Maintenance Shop site provides convenient access to the Planning Area arterial system and a large area for parking. The shop structure itself contains adequate space to house Fire Department vehicles, an ambulance and the search and rescue vehicle.

(b) The new fire station site should be designed providing for designated parking and driveway areas, and landscaped.

(3) Police Department

(a) It is recommended that space be made available at City Hall for police headquarters.

(b) An additional man should be added to assist the present one-man police staff.

(4) Library

(a) A small library is recommended in the Ennis downtown area. The facility could utilize book volumes from the State Library system.

(5) Hospital

(a) A new hospital and nursing home facility will be needed within the Planning Area in the near future. A site located adjacent to a proposed collector street system, immediately south of the Ennis corporate limits, is presently proposed for the two combined facilities.

(6) County Shops

(a) It is recommended that the community consider the possibility of a joint City-County maintenance shop arrangement. There are many economies that could be accomplished through joint use.

(b) The present County shops in Ennis, although functionally adequate, should be upgraded in appearance.

(7) Airport

(a) As a result of the present private landing airstrip orientation over Ennis, and the need for a larger public facility, a joint City-County Airport facility is recommended for the Madison Valley.

(b) Potential airport sites have been evaluated in a recently completed report developed for the Madison County Airport Authority.

(8) Solid Waste Disposal

(a) Recommendation is made that a trench land fill method of operation be utilized in solid waste disposal.

(b) The present solid waste disposal site based on standards developed in the community facilities section of the Plan suggests the present site is capable of taking care of anticipated population demands.

f. Streets and Highways

(1) General Recommendations

(a) All future highway and street right-of-way acquisition, construction, and improvements should be made in relation to the function the facility performs with respect to arterial, collector, and residential access systems.

(b) The Planning Board should carefully evaluate all land use changes as to the effect they will have on the Planning Area transportation system.

(c) Initiate the development of local subdivision regulations to provide for the acquisition and dedication of future highway and street right-of-ways.

(d) Preserve the activity of arterial and collector systems to function as traffic carriers through improved zoning practices.

(e) Encourage the improvement of the U.S. 287 Highway system from Interstate 90 to West Yellowstone relative to alignment, grades, pavement surface and pavement width.

(f) Promote U.S. 287 as a route to Yellowstone Park. Encourage signing on Interstate 90.

(g) It is recommended that a County road-naming-program be undertaken.

(h) A study should be developed to determine the official status, easement for dedication of right-of-ways, and their widths of roads throughout the Planning Area.

(2) Arterials

(a) Norris Hill relocation: It is recommended that the Planning Area coordinate efforts with the Montana Highway Department and encourage the improvement of the grade and alignment problems common to this section of U.S. 287.

(b) Widening and realignment of U.S. 287: Encourage the Montana Highway Department to continue widening, surfacing, and alignment improvements of the U.S. 287 facility through the Planning Area. Should a future by-pass route be contemplated in the Ennis area, consideration should be given a route immediately north of the present Ennis downtown area.

(c) Proposed connection of Madison and Gallatin Valleys: It is highly speculative to anticipate the future construction of this facility at this time. Should the development of such a system look more possible in the future, the Comprehensive Plan should be re-examined and an evaluation made of the potential impacts that may develop as a result of the construction of this facility. Several of these impacts have been briefly described in the Plan text.

(3) Collectors

Planning Area

(a) South Meadow Creek: Due to proposed increased activity in terms of future logging operations, potential cabin development, and proposed National Forest camping facilities, a dedicated 60 foot right-of-way should be acquired. A widened gravelled roadway should be developed utilizing dust oil on the surface.

(b) North Meadow Creek: The roadway receives considerable use and should be widened, provided with an improved gravel surface and dust oil sprinkling. A dedicated 60 foot right-of-way should be acquired along this system.

(c) Meadow Creek-McAllister: Because of increased traffic volumes, this section of road should be surfaced in the near future. Dedicated 60 foot right-of-ways should be acquired where needed along the system.

(d) Ennis Lake Road: As a result of the development of permanent resident, lodges, cabins, camping facilities, public recreational areas, dude ranches, Montana Power employees and anticipated development, this facility, including the Madison River bridge, should be improved. A 60 foot dedicated right-of-way should be acquired along with widening of the roadway. An improved gravelled surface with dust oil should be utilized on the system. Both the County and Montana Power should coordinate efforts to improve the bridge structure which has presently been condemned to public travel.

(e) Jeffers - Ennis Lake Road: On present unsurfaced areas of the system, gravel and dust oil should be used as a surface. A 60 foot dedicated right-of-way should be acquired along the proposed system.

(f) Jeffers Bench Road: As a result of increasing traffic volumes, the roadway of this system should be widened and provided with an improved gravel surface. Where required, a 60 foot right-of-way dedication should be acquired.

(g) Spring Creek, Varney, U.S. 286 System: Due to anticipated cabin and recreational developments as well as fishing access areas and growing residential developments, this facility should be improved to a collector system. The system has been already surfaced for approximately three miles. Alignment problems two miles north of Varney and grade problems approaching the Varney Bridge should be improved. In unpaved areas the roadway should be widened and provided with an improved gravel surface and dust oil until traffic justifies surfacing. Where required, a 60 foot dedicated right-of-way should be acquired.

(h) Ennis-Comleyville: As a result of anticipated residential growth, a collector system should be extended from First Street in Ennis to the vicinity of the Comleyville Road.

(i) Ennis Area: First Street, because of large traffic volumes, should be developed as a collector street system with curb, gutter, and drainage systems. The roadway surface should be paved.

(j) Proposed Collector: A collector system should be developed as an extension of First Street to provide access west to State 287.

(k) School Street: School Street should be improved to collector standards in order to provide for school traffic as well as a section of Hugel Street between First Street and School Street. These streets should be surfaced.

(4) Residential and Commercial Access Streets

(a) All present and proposed residential access streets which dead-end should be provided with turnarounds.

(b) Ennis residential streets should be provided with improved gravel surfaces, dust oil and drainage facilities.

(c) Hugel Street should be extended to intersect with U.S. 287 adjacent to the Ennis downtown area.

(d) Steffens Street should be extended to intersect with Hugel Street extension.

(e) William Street should be extended to join U.S. 287 to the west and to the east and extended south along Lions Park to intersect with U.S. 287.

(f) A continuation of the present commercial access street within the Highway Commercial Area along State 287 is encouraged. All future highway-oriented commercial developments should be encouraged to provide access streets in order to reduce the number of traffic conflict areas on arterial systems.

IMPLEMENTATION

The proposals of the Comprehensive Plan for the Ennis City-County Planning Area can be achieved through a variety of available implementation methods. Implementation can take place through ordinances, assistance programs, local government, civic groups, or individual citizens. Basic to an implementation program is involvement by both public and private sectors in order to accomplish the many proposals of this Comprehensive Plan.

Planning Area growth and development in the past has been slow. During the next twenty years this pace will quicken slightly. As a result of slower growth rates, it is more vital to make the right decisions at the time development occurs since it will be much harder in terms of redevelopment opportunities to correct poor judgements.

Support of the Comprehensive Plan through citizen involvement and understanding is the key to successful implementation. It may not be possible to have total community involvement, but hopefully a large, broad cross-section of Planning Area citizens will make their wishes known. The Plan and implementation measures should be of benefit to all citizens.

After public exhibition it is recommended that the Plan be adopted by the City-County Planning Board, along with any required changes or additions found necessary. This recommended plan should then be forwarded to the Ennis City Council and Madison County Board of Commissioners for their respective adoption. The Comprehensive Plan would then become the development policy for the Ennis City-County Planning Area.

Zoning

Perhaps the most useful single tool for carrying out the future land use plan is a zoning map and ordinance. The zoning map shows the location of districts in which residences, business, and other land activities may be located. The text of the ordinance establishes the conditions under which land may be used for these purposes.

With zoning, every property owner is allowed the enjoyment of all his property rights as long as he does not encroach on the same rights of his neighbors. The basic premise of the ordinance is to implement the Comprehensive Plan and protect existing property values. Zoning has limitations and in itself is unable to correct past mistakes in land development, prohibit non-conforming uses that existed prior to the adoption of the ordinance, guarantee the quality of new housing, obtain land for public use, apply to publicly owned lands, and have any direct relation to private deed restrictions.

Zoning, to be effective, is only as good as its enforcement and must be accompanied by other ordinances.

Subdivision Regulations

The subdivision of land into smaller parcels has long term effects on a community. Ennis and Jeffers are still living with street patterns established several years ago. Considerable foresight is required in subdivision design to accommodate future needs as well as those of today.

Land subdivision determines the total community configuration and economics of providing services. Subdivision design influences vehicle street pattern movements, drainage efficiency, building sites and shapes, types of development, the creation and enhancement of recreation areas, the location and provision of open space, and the quality and costs of public facilities and utilities.

Subdivision design has improved since the early gridiron short block characteristics of the past. Newer subdivision concepts utilize curvilinear, cluster and planned unit development design approaches to better accommodate topography, gain open space, and reduce improvement costs. These new subdivision concepts provide for greater economy in roads, sanitary sewer, storm sewer and water line improvement costs as well as provide a better living environment.

Capital Improvements Program

The Comprehensive Plan for the development of Planning Area contains recommendations for major improvements such as roads, water, sewer, and community facilities.

A long-range improvement program will list these major improvements in the approximate order of their urgency.

A capital expenditures budget is a program which provides for the scheduling and financing of that portion of the long-range improvement program that the Planning Area can accomplish during a specified period in the future, normally six years. The capital expenditure budget is developed on the basis of an estimate of the local governments' income and operating expenditure and debt service requirements and the balance that will be available for major improvements is estimated and a schedule for their financing and accomplishment during each of the six years ahead is developed.

Each year, that year's capital budget projects are incorporated in the annual administration budget and carried out. The capital expenditures budget is restudied and the projects for a new sixth year are added.

Urban Redevelopment

Blight and the deterioration of structures has become so extensive that they have become a national problem. There is hardly a community in the United States which has not felt the adverse effects of blighted areas. In 1954, Congress responded to this problem of blight and structural deterioration through the Housing Act of 1954 with a new program entitled "Urban Renewal". An Urban Renewal Program begins with the community itself and the development of a "Workable Program". A Workable Program commits the community to the attainment, within a reasonable time, of the following objectives:

1. Development of adequate local codes and ordinances effectively enforced.
2. Analysis of blighted areas to determine treatment needed.
3. Adequate administrative organization to carry out redevelopment programs.
4. Ability to meet financial requirements.
5. Responsibility for adequately re-housing families displaced by Urban renewal and other governmental activities.
6. Citizen participation.

Once a community completes the initial stages of evaluation, it can decide upon specific project areas.

Title I of the Housing Act of 1949 was amended in 1968 by the addition of a Neighborhood Development Program. The purpose of this program is to facilitate more rapid renewal and development of urban areas on an effective scale and to encourage more efficient and flexible utilization of public and private development opportunities by local communities.

In application of the many available governmental programs to the needs of Ennis and the Planning Area, there are several areas that can be identified. One area of need is to improve the Planning Area housing stock in terms of numbers, types, and physical improvements.

The Ennis Central Business Area and its immediate fringe is also in need of improvement. For the most part redevelopment would not be required in the downtown area.

Other Measures

Local committees and associations are frequently the most effective means of plan implementation. In many communities an overall citizen group is formed in order to implement a Comprehensive Plan. The total citizen group in turn sets up a sub-committee structure which is responsible to see that specific objectives of the Comprehensive Plan are carried out.

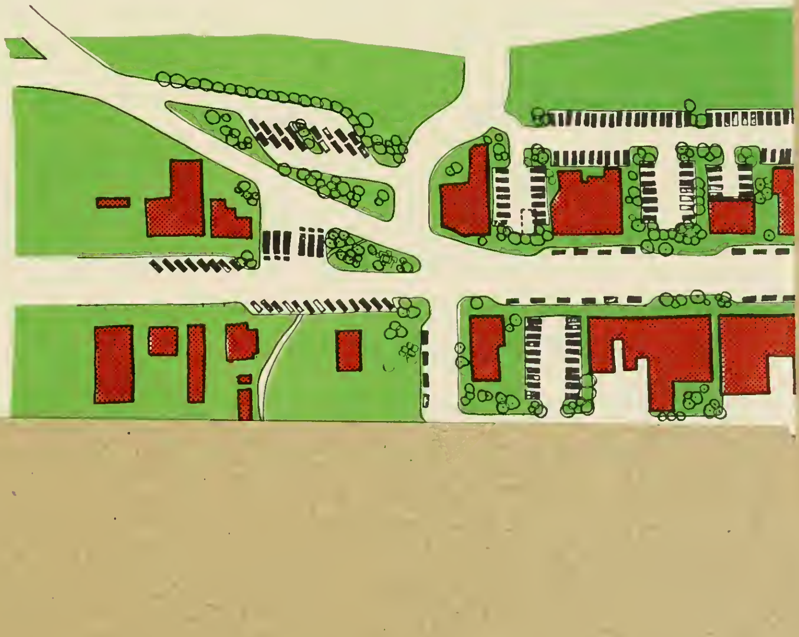
Codes are another means of Plan effectuation. Building, plumbing, electrical and fire prevention codes establish minimum standards for the construction, safety, and sanitation of buildings and other structures. The following codes have been adopted by the State of Montana and are presently minimum requirements for cities and towns:

1. Uniform Building Code - 1971
2. National Electrical Code - 1971
3. Uniform Mechanical Code - 1971
4. Mobile Homes American Steel Institute A.S.I. - 119.1
5. Recreational Vehicles A.S.I. - 119.2

Housing and fire codes are presently being considered for State adoption.

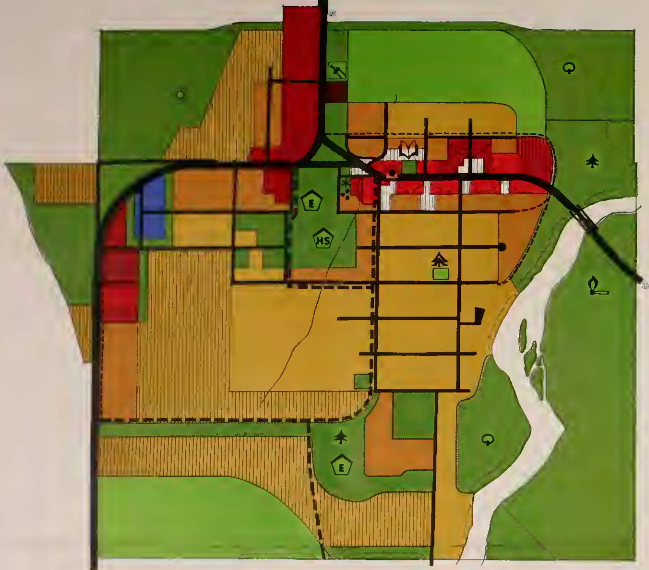
These codes protect the interest and welfare of all citizens and are designed to preserve and improve the quality and safety of the living environment within the Planning Area.

ENNIS COMMUNITY



COMPREHENSIVE PLAN

for the
ENNIS CITY·COUNTY
PLANNING AREA



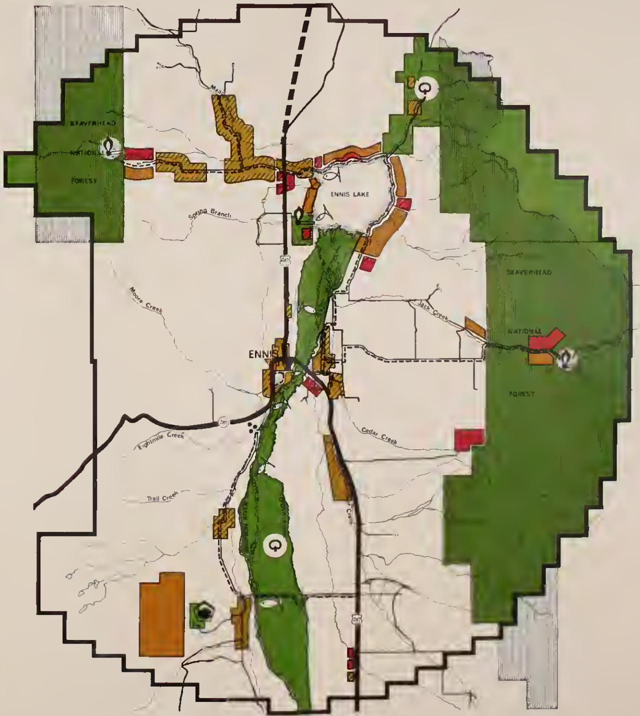
ENNIS COMMUNITY

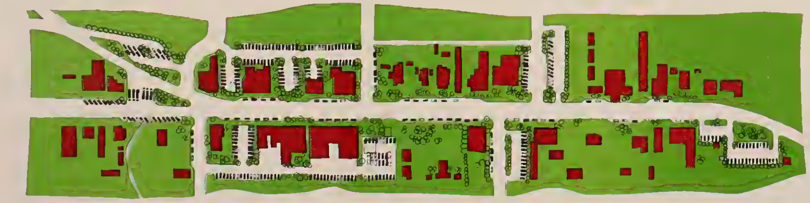
- ○ RODEO GROUNDS
- ⌂ ELEMENTARY SCHOOL
- ⌂ HIGH SCHOOL
- COUNTY SHOPS STATE SHOPS
- ▣ POST OFFICE
- * CITY HALL
- ♣ COMMUNITY PARK
- OPEN SPACE
- FISH & GAME
- PROPOSED LIBRARY
- PROPOSED FIRE DEPT
- CAMPING
- FISHING ACCESS

- 🟥 CENTRAL BUSINESS DISTRICT
- 🟥 HIGHWAY-COMMERCIAL ORIENTED
- 🟧 LOW-MEDIUM DENSITY
- ▨ SUBURBAN
- 🟩 AGRICULTURE
- 🟩 PARKS & SCHOOLS
- 🟦 CONTROLLED INDUSTRIAL
- 🟧 MEDIUM-HIGH DENSITY
- 🟥 TOURIST RELATED FACILITIES
- ▥ PARKING
- 🟩 PUBLIC & QUASI-PUBLIC
- 🟧 SEASONAL - Cabins & Vacation Homes

THOROUGHFARES

	EXISTING	PROPOSED
ARTERIAL	━━━	▬ ▬ ▬
COLLECTOR	━━━	▬ ▬ ▬
RESIDENTIAL OR COMMERCIAL ACCESS	───	– – –

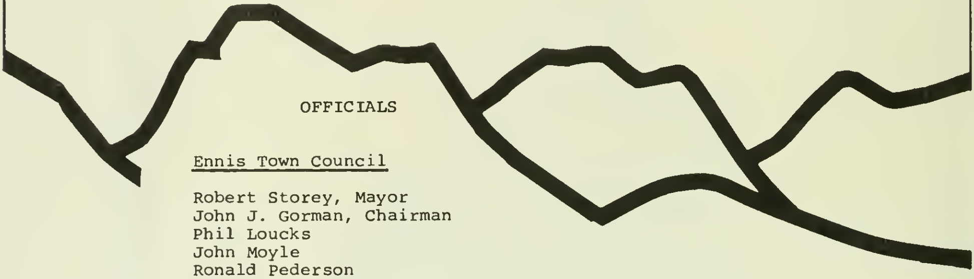




ENNIS DOWNTOWN AREA SKETCH PLAN

PLANNING AREA

Comprehensive Plan
for the ENNIS CITY·COUNTY PLANNING AREA



OFFICIALS

Ennis Town Council

Robert Storey, Mayor
John J. Gorman, Chairman
Phil Loucks
John Moyle
Ronald Pederson

Board of County Commissioners

Clark Raymond, Chairman
Douglas Allen
Neil Morgan

City-County Planning Board

Adrian Megrund, Chairman
Ed Miller, Vice Chairman
Olive T. Lossee, Secretary
Chuck Aaberg
Jess Armitage
Bob Goggins
Charlotte Johnson
Leo Neiffer
Clancy Stalcup
Don Thexton
Peggy Todd

Prepared by
cta ARCHITECTS
ENGINEERS
PLANNERS
May, 1972

INTRODUCTION

This document provides a summary of the more detailed technical report which was also prepared as a part of this project.

It is intended that this report will receive area-wide distribution to stimulate informed public participation in guiding the destiny of the Ennis Planning Area. The culmination of the work done on this project does not complete the planning program; it is merely a benchmark on which a continuing program must be developed.

WHAT IS THE COMPREHENSIVE PLAN

The Comprehensive Plan is a graphic description of public policy to provide the guidelines for orderly development. It coordinates the complex relationship between land use areas, community facilities, etc., to provide adequate public services at minimum public cost. The Plan expresses the Planning Area's goals and standards - what it wants to be like and look like in the future and can be described as follows:

General

The Plan recommends broad generalized patterns of land use and related community facilities. Specific land use decisions should thus be made within the context of the overall Comprehensive Plan.

Comprehensive

It relates all those diverse elements that together form a community - land use, transportation, waterways, utilities, community facilities, geographical setting, economic base, population, etc. - into a coordinated development plan.

Long Range

All elements of the Plan are projected to 1992. It interjects new elements necessary for future growth. The Plan is not intended to be governed by present financial abilities of the community. However, it presents reasonable proposals which over the years can be accomplished.

Responsive

The Plan does not dictate decisions to be made in the development of the Planning Area; rather, it is generalized in order that it may be responsive to the citizens in reflecting their desires and needs. The Plan is never completed. It is subject to revisions and adjustments to meet the economic, political, and technological events that might occur in the future but are now unforeseen.

BACKGROUND FOR PLANNING

Population

The Planning Area has experienced various rates of growth. This growth rate has been slowly increasing. The reasons for the growth can be attributed to its position as a local community center, recreation and agriculture.

The growth of the Planning Area has been basically in the urbanizing area around the Town of Ennis. The rural farm population is diminishing through consolidation of farms. It is a reasonable assumption that the urbanizing area around Ennis will continue to increase its share of the total Planning Area population.

A projection of 1940-1970 growth rates into the future decades to 1992 would result in an estimated Madison County population of 5,270 by that year.

It is expected that the Planning Area will continue to increase its proportion of the total County's population. The Planning Area population is projected to 1545 by 1990. This represents approximately thirty percent of Madison County's estimated population.

Employment

The description of Madison County's labor force between 1950 and 1960 was one of decline. Indications are that the previous rate of decline is not continuing; there are signs of both some relative stabilization as well as shifts in employment groups.

Planning Area employment in retail trade has increased. Hiring in the services sector has followed much the same pattern in accord with a national tendency toward greater per capita expenditures on personal and business services. The position of Ennis as a dispensary of recreation oriented service has prompted a faster growth rate than the population increase would suggest.

The number of residents employed in agriculture dropped between 1950 and 1960, but appears to be experiencing some leveling off in succeeding years. The number of farms within the County declined, indicating consolidation of small farms into large-scale farming enterprises with the average size farm showing an increase. The value of farm products sold increased by nearly eight million dollars since 1955. Agricultural commodities are considered a leading basis for future expansion since both local and national markets exist for these products.

The 600 persons anticipated for employment in the Planning Area by 1992 represent an increase of 26.7 percent over the current employment estimate of 460. The projection is based on 1950 to 1960 employment trends, modified by the recent downtrend and assuming the relationship of population to employment of about 38.0 percent currently found. This is in basic agreement with other projections analyzed in the preparation of these estimates.

Economy

The Planning Area is served primarily by the 287 Highway system. In terms of distance and topography, it is a relatively isolated area quite removed from larger urban centers and major markets. This has, to a large extent, played an extensive role in determining (1) the extent of Ennis' retail trade area, (2) limited opportunity to attract industry, and (3) a greater reliance on a recreation-oriented economy.

For the most part, the local economy is composed of agricultural and recreation-oriented sales and services.

The percent contribution of Planning Area industries to the local economy indicate that agriculture provides 48.7 percent through products sold, service receipts 7.4 percent, wholesale sales 11.6 percent and retail sales 32.2 percent.

The Planning Area contained approximately one-third of Madison County's retail trade outlets and collectively averaged over $51,000 per firm in 1970.

With present retail productivity levels, increasing retail purchasing power and growing tourist trade within the Planning Area will dictate the need for additional floor space and land for retail and service activities within the Ennis Downtown Area and outlying commercial areas.

Growh of the market is a reflection of the population and income levels of the trade area population as well as growth in the number of people seeking recreation within the Planning Area. With anticipated future growth there will be considerable opportunity for expansion of services and retail trade. The Plan envisions a continued strong Ennis Downtown Area generally retaining its current proportions with limited expansion taking place in highway commercial areas.

Land Use

The planning process in The Planning Area cannot assume a free hand in proposing a future for that area. Restraints on planning are dictated by the existing situation, representing large investments in time and money over many decades, by the policies of government regarding development and by the attitudes and philosophies of the entrepreneurs in the community. An analysis of factors forming the restraints, however, also produces a practical and sound base upon which proposals for future growth can rest.

A survey of land use done in 1971 for the Ennis Planning Area covered a total of 242,500 acres.

Developed land, or that in some type of urban use, accounted for one percent of the total. The predominant use of this land is residential and, as will be noted in Table 1, the major occupants in that category are single-family homes. Streets and alleys constitute another substantial use, as do the public and quasi-public uses of schools, parks, cemeteries and the like.

TABLE 1

PLANNING AREA 1971 LAND USE
TOTAL AREA

	Acres	Percent of Total Area
Residential	416.35	.17
Seasonal	173.60	.07
Transient	23.33	.01
Commercial	21.69	.01
Public & Quasi-Public	670.74	.28
Industrial	.90	.00
Trans., Comm., Utilities	162.99	.07
Highways, Streets & Alleys	1,112.49	.46
Total Developed	2,582.09	1.06
Vacant	227.14	.09
Agriculture		
Rangeland	159,265.34	65.67
Hayland	12,874.30	5.31
Cropland	358.00	.15
Misc.	4.29	.00
Forests		
Reserve	45,886.05	18.92
Non Reserve	15,510.00	6.40
Wildlife		
Reserve	402.00	.17
Mining	195.39	.08
Water Resources	5,219.04	2.15
TOTAL PLANNING AREA	242,523.64	100.00

The 1992 estimated land use requirements are given in Table 2.

TABLE 2

ENNIS PLANNING AREA ESTIMATED
1992 LAND USE REQUIREMENTS

	Acres	Acres 1000 Population
Residential	476	30.7
Seasonal & Lodging	288	18.6
Commercial	31	2.0
Public & Quasi-Public	874	56.4
Industrial	6	.4
Transportation, Communications, and Utilities	211	13.6
Highways, Streets & Alleys	1,369	88.3
TOTAL	3,255	211.0

Source: C T A

Community Facilities

Schools

In the fall of 1971, the Planning Area contained one public elementary school enrolling grades one through six, and a new high school which includes grades seven through twelve.

The Madison Valley Consolidated School District administers both school facilities. The District enrolled 153 elementary and 176 senior high pupils.

With expectations that the pupil per dwelling unit ratio and the proportion of students to total population will be nearly the same in 1992 as they were in 1971, a total of 417 students are anticipated for the Planning Area by 1992. Of the total, about 46 percent will be elementary students, and about 56 percent will be senior high students.

Parks

An inventory of existing park lands in the Planning Area found about 418 acres of parks and open space, with some 13 acres within the corporate limits of Ennis. The park land was either in fishing access, regional park, community park category or open space category. Overall, there are between 34 and 35 acres of developed parks and open space per one hundred population in the Planning Area.

Based on adopted standards, and the completion of Lions Park, the Planning Area can be expected to exhibit a need for ten additional acres of developed parkland by 1992.

Library

At the present time, aside from the Madison Valley High School Library, facilities are lacking within the Planning Area.

Fire Protection

A volunteer fire department presently provides service to Ennis and a surrounding rural fire district.

The Plan indicates a new location for the fire department.

Police

Police protection is provided by the City and County. The Police Department is presently located at a private residence. The County Sheriff's Department is located at Virginia City.

Other Public

The City Hall, County shops and Federal Post Office are all located in close proximity. The City Hall is the only facility judged at present to be functionally inadequate. With the relocation of the Fire Department required space needs can be obtained.

New hospital, nursing home and airport facilities are proposed by the Plan.

Transportation

The Ennis Planning Area to a large degree is more dependent on an adequate street and highway network system than many communities because of its reliance on the automobile in terms of local private transportation and tourism.

Presently U.S. 287 and State 287 provide the basic highway system and are the only access into the Planning Area. The rural portions are served by a County road system which in many areas is in need of realignment and grade improvement.

Streets within the Town of Ennis were originally established with reference to the grid system. As a result, the street system lacks continuity and provides for increased traffic through residential areas.

The objective of transportation planning is to provide for the movement of persons and goods with maximum efficiency and convenience, allowing for a minimum of delay and danger. In the preparation of the various alternatives to future Planning Area development, the involved transportation systems were considered in light of anticipated travel characteristics, traffic volumes, right-of-way widths, pavement widths, grade, alignments and costs. Using these parameters, all streets and highways within the Planning Area were classified according to the function each facility should perform whether it be an arterial, collector, or residential access. The Plan proposes a street and highway system based on these parameters.

GOALS & STANDARDS

The detailed goals and standards for development that the Planning Board developed are too voluminous for inclusion in this summary and are found in the technical report.

PLAN POLICIES

Ennis City-County Planning Area - A Recreational and Agricultural Oriented Region

The Plan proposes that the Ennis Planning Area should continue to emphasize its agricultural and recreational functions in the Madison Valley Area. Further increased efforts should be made to encourage recreational and agricultural development. This policy is of fundamental importance to the Plan.

Recreational Development

The Plan proposes to accommodate, but at the same time to influence, the growth and development of recreation and recreation oriented activities within the Ennis City-County Planning Area. Recreational development must be designed to preserve the unique character of the Madison Valley, which in its present state, is vital to the future economy of the Planning Area.

Population Growth

The Plan proposes to protect and, in instances, renew low density residential areas in the Planning Area. This policy, combined with proposed low and medium density residential development areas adjacent, provides additional housing for that population, which was 1213 in 1970, is anticipated to increase to 1545 by 1992.

Community Opportunities

The Plan proposes that the Planning Area develop a unified effort to encourage development which would provide a wider range of jobs and activities in order to stimulate a more year-around economy and provide more employment opportunities. More year-around recreational activities and community services would provide a greater customer population for Planning Area businesses to draw upon as well as be accessible to local citizens. This policy will, it is believed, enable the Planning Area to share in a more productive local economy, higher family incomes, and greater individual choice and freedom. The physical expression of this policy calls for development of summer and winter recreational activities and facilities, expansion of community facilities, and the improvement and development of a more efficient and attractive community.

Planning Area's "Unique" Character

The Plan, basically, represents an attempt to respect the special natural environmental qualities characteristic of the Madison Valley that have been preserved through local agricultural and National Forest Service efforts. This policy, although difficult to define, is the basis for many of the most important proposals of the Plan. The Madison Valley, with its snow capped mountain peaks and tree covered mountains, Madison River and its tributaries, the expansive range land all contribute to the Planning Area's unique character. The Plan, in its attempt to appreciate and strengthen these qualities, while at the same time providing for growth and change which is considered to be necessary and desirable, presents a cautious, positive approach.

MAJOR PHYSICAL DESIGN PROPOSALS

Residential Development

Neighborhood areas in all parts of the Planning Area are to be enhanced. Within the Ennis Community, specific areas adjacent to the Central Business District are to be improved. Future expansion of residential areas will include low and medium densities in order to provide for a variety of housing needs and types.

Seasonal Residential Areas

Provision is made for more seasonal development around the Ennis Lake Area with controls to prevent lake pollution. Seasonal residential development on large tracts is also provided for in the southwestern and northwestern portion of the Planning Area.

Central Business District

The Ennis Downtown Area is proposed to retain its position as the primary business and shopping center of the Planning Area. Expansion of office, retail and service activities is encouraged. Provision is made to improve the physical appearance of the Downtown Area and to develop off-street parking areas.

Highway Commercial Areas

Concentration of highway oriented businesses is proposed in two areas along arterial systems in the Ennis Area. Rural highway commercial areas are to be reinforced at McAllister and Cameron.

Industrial Area

Provision is made for a screened five acre controlled industrial area to include wholesale, fabrication, and storage operations.

Schools and Parks

One school-park site is proposed along with a children's play area within the Ennis Area.

Open Space

Preservation of open space is made along the Madison River through flood plain zoning.

Recreation

Expansion of recreational facilities is proposed which will benefit both the economy and local residents. Provision is made for winter recreation activities which would assist a more year-around economy.

Streets and Highways

From an improved safety, convenience and accessibility standpoint, encouragement is provided for the proposed realignment of U.S. 287 in the Norris Hill Area and the possible reconstruction of U.S. 287 through the Planning Area from Hebgen Lake to Interstate 90. Provision is made for the development of a system of arterials, collectors, rural access roads and residential access streets within the Planning Area.

Plan Adoption

It is recommended that public hearings be held to enable the citizens of the Community to become familiar with the proposals contained herein. Constructive participation is strongly encouraged.

It is recommended that the Planning Board document the analysis and proposals and provide a review of the public hearings to the governing bodies within the jurisdictional area of the Board.

It is recommended that the governing bodies adopt the Plan by resolution and set forth a procedure for review and update. In the case of the Town of Ennis and Madison County, provisions must be made to set forth a procedure whereby future zone changes approved by the Council or Board of County Commissioners must be in conformity with the policies set forth in the Comprehensive Plan.

EFFECTUATING THE PLAN

This is the framework for coordinating the administrative vehicles provided for its effectuation. These include:

Zoning Ordinance

An ordinance needs to be drawn utilizing the guidelines of this Plan.

Subdivision ordinance

An ordinance needs to be drawn utilizing the guidelines of this Plan.

Capital Improvements Program

The Board must have the opportunity to review and coordinate the public projects, utilizing the guidelines of the Plan. A program must be developed outlining the anticipated improvements, their timing, cost, etc., through the preparation of a Capital Improvements Program. It is imperative that the fiscal program identifies and separates operating costs from capital expenditures.

Urban Redevelopment

This is a three-way program to attack community decay and blight through conservation, rehabilitation and redevelopment. These methods can be tailored for application to the parts of the Community in response to the need. This can be a useful tool in bringing about revitalization of blighted areas through joint private and public action.

PUBLIC INFORMATION

Success of the planning process is dependent upon a broad public interest, understanding and continuous support. Programs should be developed to carry the Planning Board's planning activities to the public through the use of various media, including exhibits, talks, reports, and the newspaper. Maintenance of a program of this nature will play no small part in the current and future success, or the lack of it, of the Planning Board's activities.

UPDATING PROCEDURES

A plan must be dynamic and reflect the current and future needs of the Community. Comprehensive planning is a continuing process and periodic reviews providing for modifications and updating will be necessary to accommodate changes in technology or opportunities which present themselves to the Community. It is recommended that major reviews take place at not less than five year intervals, although less encompassing ones should be done annually.

EXPECTATIONS

There is no magic formula to provide for the implementation of this Plan. Many difficult decisions need be made to enjoy the accomplishments that can be forthcoming through this Plan. Political decisions are sometimes made for expediency. The improvement in the environment and the retention of the fine natural amenities of the Planning Area will require that the citizens and their elected officials carefully weigh every decision if a good and decent heritage is to be improved and passed on.